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THE IRISH DEFENCE JOURNAL DECEMBER 1980 40p

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CHRISTMAS MESSAGE FROM THE MINISTER FOR DEFENCE, MR. SYLVERSTER BARRETT, T.D.

Guim Nollaig faoi shean is faoi mhaise do gach ball d'Oglaigh na hÉireann, do gach leitheoir eile agus da gclanna agus da muintir uile.

Many readers will be aware that the heavy demands on the Defence Forces have persisted over the last year. Abroad, Irish troops serving with the United Nations Interim Force in Lebanon have again this year responded very well to the peace-keeping challenge and despite tragic loss of life and considerable harassment have helped to keep the peace in Lebanon. Irish personnel have also continued to serve the cause of peace on other United Nations missions in the Middle East and in Cyprus. In all, over 2,000 of our personnel have had service with the United Nations during 1980. I am proud that so many members of the Permanent Defence Force have been willing to volunteer for such worthy service.

It has also been an eventful year for the Forces at home. Continuing demands have been made on personnel to ensure border security and to provide aid to the civil power in numerous ways. Education and training have continued as heretofore but with significant new element as this year the cadets who will become the first officers of the Women's Service Corps were recruited. This was indeed an historic development and I wish to extend my congratulations to the ladies concerned and to all those involved in the establishment of the corps.

In conclusion, I should like to take this opportunity to extend my heartiest congratulations to the editor and staff of "An Cosantoir" on the occasion of the 40th anniversary of the founding of the magazine. May it continue to provide interest and entertainment for its readers for many years to come.

Faoi choimirce De agus na Maighdeana Muire go raibh sibh.

CHRISTMAS MESSAGE FROM THE CHIEF OF STAFF, LT. GEN. CARL O'SULLIVAN

"AS the first Christmas of the new decade approaches it is time for me to express my appreciation of the continuing loyalty and devotion to duty of all members of the Defence Forces. In this respect I would like to thank the members of the 46 BN UNIFIL for an excellent job despite their sad losses and again to extend my sympathy to the relatives and friends of all our soldiers killed on active service in the past year. I would also like to welcome home the members of the 47 Bn., with whose standards I was most impressed on my recent visit to Lebanon. During the year those of us at home were called upon to carry out a wide variety of duties. I am pleased with the manner in which these duties were carried out and wish to thank those members of the Defence Forces involved for their dedication.

I would like to mention the fact that this issue marks the 40th anniversary of An Cosantoir. This makes it one of the oldest military journals in publication and is a great tribute to the successive editorial staffs. I hope the journal continues to play an important role in the Defence Forces in the decades to come and wish it every success.

To all the members of the Defence Forces and their families, on behalf of the General Staff and myself I send my best wishes for the Christmas and the New Year.

Nollaig faoi shean agus athbhliain faoi mhaise *dibh go leir, go mor mhór na daoine uile a tá thar lár san 48ú Cath, UNTSO agus UNFICYP agus sibhse a bheidh dualgais sa bhaile i rith Féile na Nollaig.*

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The Evolution of the Defence Forces in Munster 1939-1945

M. J. Costello, Maj. Gen. (Retired)

WHEN the Defence Forces were mobilised in September 1939, the so called "field forces" consisted of two brigades. One had H.Q. at Kilkenny and the other at Mullingar.

Neither had more than skeleton signal communications or transport. There were no arrangements for impressing transport and no local reserve of petrol, ammunition or other supplies. They would not have been able to intervene effectively or speedily in any action on the south or south-west coasts or indeed at any point distant from their mobilisation stations.

In the Southern Command area (Munster excluding Waterford City) there were:-

(1) the 4 Bn. (Regular) at Cork with detachments garrisoning Tralee Waterville and Valentia.
(2) the 9th (Reserve) Bn. at Limerick with garrisons at Ardnacrusha, Bridge and Ballygreen.
(3) The care and maintenance parties which had recently replaced similar British units in the posts at Spike Island, Carlisle, Camden and Templebreely around Cork Harbour and the FAR on Bere Island in Bantry Bay.
(4) Look out posts were established at each prominent headland on the coast. These were manned by local members of the Volunteer Force and relied only on telephone communication with Command H.Q. to which they reported directly.
(5) Skeleton administrative units at Command H.Q. Cork.

In addition the 10th (Volunteer) Bn. was stationed at Templemore under the command of 1st Bde. at Kilkenny.

The mobilisation of reservists brought these units nearly to full strength but the inauguration of a policy of exempting reservists and separating members of the O.T.C. and Volunteer Forces quickly reduced numbers to a level at which guard and other garrison duties became onerous, practically eliminated opportunities for training and adversely affected morale. The garrison duties included the supply of armed parties in response to Civil Guard calls for support and guards on what were supposed to be targets for sabotage. A high proportion of the reservists and some of the regulars were physically unfit for active service, many by reason of age.

After the fall of France and warnings from London of the alleged imminence of a German mission the solution was transformed by the establishment of the Defence Conference composed of leaders of Fianna Fail, Fine Gael and Labour and a call to arms in which for the first time in the history of the state all parties joined. Besides calling for recruits for the Army, there was a call to join the part time Local Security Force. This was an imitation of the similar force formed at the same time in Great Britain. It replaced the local forces discarded in the 1938 reorganisation.

The response was overwhelming and especially so in Counties Cork and Tipperary. All existing units were quickly brought up to full strength. Three new

This issue marks the 40th Anniversary of the birth of *An Cosantóir*. To mark the occasion a number of the articles included refer to events which occurred 40 years ago. Maj. Gen. M. J. Costello, who wrote the first article in the first *Cosantóir*, has written the first article of the anniversary edition. We have reprinted a one page article from the first month's publication called 'Christmas in an Outpost' which gives some idea of the attitude of soldiers in 1940. Sgt. Billy Norton gives a round-up of Sport in the Army in 1940 and we publish, for the first time, a report on a horrific air crash at Jenkinstown, Co. Louth which occurred during the 2nd World War. In addition, there is a variety of articles of general interest, some with a particular reference to Christmas. To commemorate the anniversary a special, limited edition poster has been designed by Mr. Eamon Robbins. The Posters are supplied to *An Cosantóir* with the compliments of Turner's Printing Co. Ltd., Longford (printers of *An Cosantóir* since 1953). Copies are available for £1.00 in full colour. The poster, which measures 17½" x 23" is illustrated in black and white on page 371.

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John Sheehan, Editor

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battalions, (15th, 19th and 23rd), three new cyclist squadrons and two new motor squadrons, were allotted to the Southern Command and were at full strength in a matter of weeks. These units (except the 15th Bn.) were organised into the 3rd and 7th Brigades. The recruits still poured in. After sending some to the Curragh Command, which did not have manpower resources corresponding to its unit establishments, and providing for a substantial depot reserve for replacements there was a surplus of about 1,000 men before recruiting was suspended. Authority was therefore given for the formation of an additional Bn., the 31st.

It was the wholehearted national commitment to defend Ireland that provided the first essential condition of doing so. The allegation in a book called "Ireland in the War Years' 1939-1945" (P.115) that "the Government were never fully satisfied with the results" (of recruiting drives) should be refuted by someone with access of special records. Certainly so far as Munster was concerned there was never a shortage of recruits. Incidentally I have no recollection of ever seeing a recruiting poster which is quoted in the same place as "typical". It is directly contrary to the sentiments on which recruiting and morale backing in the units of the Southern Command were based. The references in the same book to desertions and their alleged causes should also be refuted, as I believe they can be, from an analysis of the records by someone who understands them.

The quality of the people who responded to the Call to arms was even more important than the numbers. Many have since demonstrated their ability in important civil positions. They demonstrated it remarkably by their achievements in the Army of the emergency and in the LSF (later to become the L.D.F.).

The L.D.F.

One of the most remarkable features of the time was the comradeship and unity of purpose among people who had fought on opposite sides in the Civil War, people who had before then been regarded as Irish/British and people eminent in civil life who had had previously taken no part in public affairs. This topic in itself is worthy of a detailed treatment. In a brief reference such as this it would be invidious to mention more than a few representative names. Tom Barry the outstanding Column Commander of the Anglo Irish War, a recent Chief of Staff of the outlawed I.R.A. sentenced in the '30's by the Military Tribunal; Florrie O'Donoghue the outstanding Intelligence Officer outside Dublin in the Anglo Irish War, Neutral in the Civil War, Liam Fraher a pillar of the Pro-treaty side, were united in zeal and comradeship with men who had gone to Spain with Duffys brigade, with former British officers like George Crosbie and with young men who abandoned professional and business courses to serve their country.

Later, the 1st Brigade was sent south and still later the 8th Brigade which included the 1st Bn. in Galway was formed to cover the north side of Shannon Estuary providing eleven infantry Bns. instead of 2 understrength ones.

The L.D.F. was an indispensible element of the Defence Forces for many reasons and played a vital role in the following areas.

1. To strengthen the Natural will to resist.
2. To provide intelligence and to counter attempts at espionage. No German agent who landed in Munster escaped capture for more than a few hours except one (Goertz) who was escorted by a traitor among the Gardai, but whose attempt to escape by sea from Fenit was nevertheless frustrated.
3. To provide local security by the guards on keypoints thus replacing the local forces provided for in the scheme of organisation abandoned in 1938. There was only one known breach of security, an NCO under the influence of drink blew up a magazine at Croom.
4. By holding road blocks on designated lines to impede and delay enemy movements and pinpoint these and to maintain and renew as necessary designated obstructions.
5. To impress transport for the movement of troops, to provide petrol, traffic controllers and repair facilities. It was the aim to keep the tank of at least one petrol pump always full.
6. To deny to an enemy designated supplies either by removing them to protected dumps for our use or by destroying them.
7. To collect and provide food supplies for our own forces since the Army had no iron rations or organised supply system adaptable to war conditions.
8. To supplement an inadequate army communications system.
   An incidental but important result of the organisation of the L.D.F. was an immense improvement in the effectiveness of the lookout posts on the coast and the prompt investigation of events and objects spotted by them.

   In the harbours the marine LDF units (the maritime inscription performed reliable services) supplemented the Cork control and the coast watching service.

Armament and Defensive Works

In the absence of Air Cover efficient Anti Aircraft weapons and armour or anti Tank guns emphasis was placed on the use of mines and other applications of high explosions. Immediately the problem of defence was taken seriously (May 1940) the manufacture of mines on a large scale was begun. These were in waterproofed wooden cases and could not therefore be detected by the detectors then available. Substantial stocks of gelignite were obtained and this was the explosive used.

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Larger mines in concrete cases were placed on the sea or river beds of Cork Harbour. Pill boxes designed for protection against small arms fire were provided for the L.D.F. at pivotal points on the road net especially on roads specified to be kept open for movement of our own troops. Mine chambers for the demolition of important road and rail bridges were made by army engineers. Some I believe are still there. Most of this work was done at night and Co. Council, City, and harbour engineers co-operated fully. Other demolitions, to be executed by the L.D.F. we planned in detail again with the full co-operation of local engineers. Actual and potential landing fields were obstructed.

At Christmas 1940 a panic about an expected landing at Rineanna of a German Service attache for the German Legation enabled us to get some 12 pounder naval guns which had been in store since the disbandment of the Civil War marine Service. These were installed at Rineanna in concrete emplacements by the 7th Field Engineers. With a remarkable display of energy, skill and dedication these works were completed on Christmas Eve and Christmas day by working non-stop during the night. As some runways had been available for an air corps detachment operating there under G.H.Q. control, pilots, much to their disgust were ordered to leave their obsolescent machines as additional obstructions to an attempted landing.

To facilitate movement of the 12th Bn. located around Castleconnell a bridge was built across the Shannon that would take troops with their hand carts, but not motor transport.

The harbours on the south coast had no facilities for the establishment of landbased aircraft, while the Shannon Estuary had a much used operating base at Foynes for Transatlantic seaplanes, as well as extensive runways at Rineanna. For this reason and because aircraft from France could strike the southern ports without warning it seemed to me that in the event visualised by the Government of calling in the British forces after a German attempt at invasion the most useful harbour and air facilities could be provided along the Shannon Estuary. A well kept secret of the war was the construction (again by Jimmy Cooneys 7th Field Engineers) of Fort Shannon. With 2 six inch guns provided by the British this commanded the entrance to the Shannon. Unlike the Forts taken over from the British it was capable of withstanding air or sea bombardment under contemporary conditions.

Although hand grenades were made by the pretruce I.R.A. and the manufacture of mortars attempted, we did not produce any for the emergency army. Before the real mobilisation of 1940 an IRA foundry capable of producing at least 600 grenade cases a day was captured by the Gardai. A proposal that it be used to produce grenades for the Defence Forces was not approved and they remained to 1945 without an adequate supply.

Needed arms and ammunition available in June 39 from America together with knowledge and equipment for the manufacture of ammunition in field was not bought. In both cases the decision was to reply on supplies from the British War Office.

Apart from the 6" Guns for Fort Shannon and steel helmets hardly any useful British material was acquired during the war years, because the British in 1939 and 40 were unable to meet the needs of their own forces and because they would not do so as long as they thought it possible that the material might be used against themselves.

They did supply some Bren Gun Carriers, vehicles quite useless on normal Irish Terrain and unlikely any way to be long operable in the absence of supplies of petrol and spare parts. M.T.B.'s ordered before the War for the close defence of the ports of Dublin and Cork were however delivered.

Tactics and Training

Given the inadequate armament and signal equipment of the Forces, training concentrated on attaining superiority over a potential invader in night operations with small forces expected to yield capture of enemy arms and ammunition, in cross country mobility and in marksmanship and the use of mines and explosives generally.

Some remarkable performances we made by Platoons in silent advances during dark nights over difficult and unknown country. In these the hand cart "prams" to the public proved their value. Powers of endurance were developed to the extent that a march by a company of the 4th Bn. then commanded by Michael Gill now Judge Advocate General has rightly been entered in the Guinness Book of Records. His comrades and rivals in other units would not decry the honour but would cheerfully and confidently attempt to emulate it. The same company showed a remarkable proficiency in the use of explosives.

The records of the Army shooting competitions and performances on battle ranges are evidence of an ability to make the last use of the very limited supply of small arms ammunition and justify a confidence that the magnificent men of the emergency army would have surpassed any likely invader in marksmanship as well as powers of endurances.

The morale of all units was consistently high but noticeably at the best during the most strenuous periods of training especially when a competition element was present. It was reflected in the reflectively low number of desertions or other crimes.

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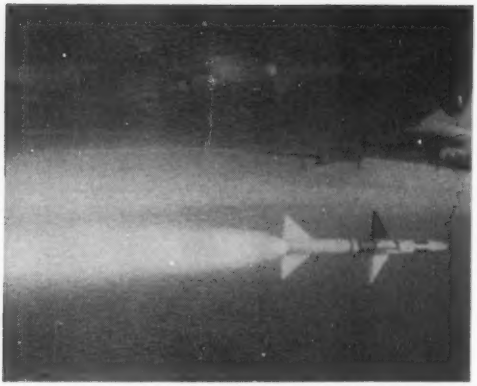
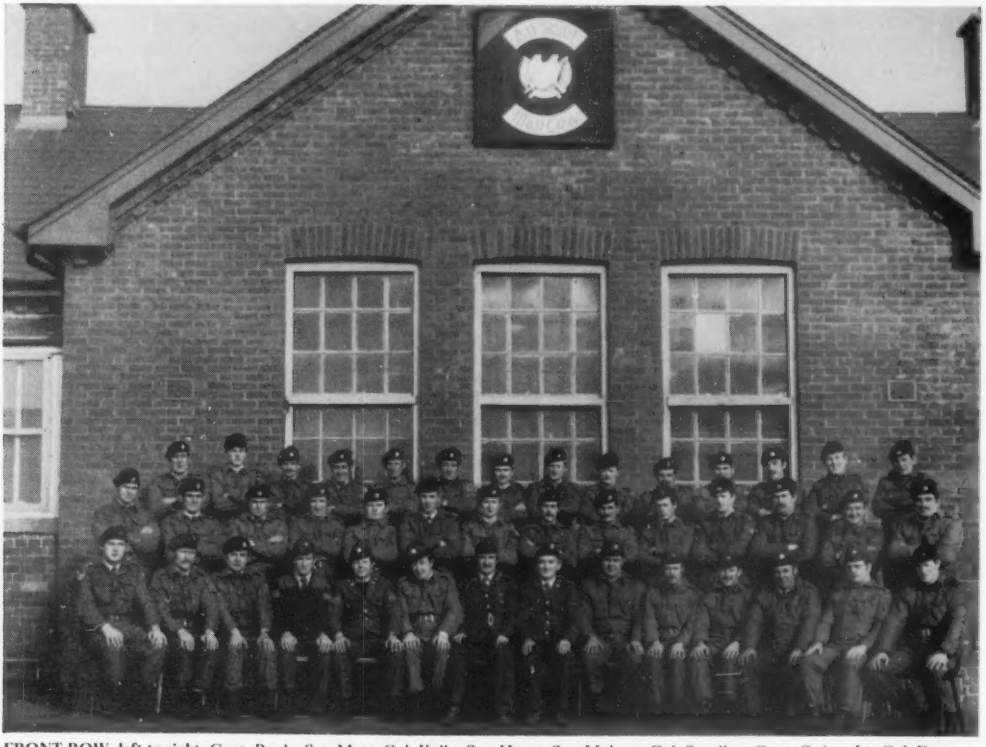


Launch of Sky Flash. (Photo courtesy Hawker Siddley Dynamics Ltd.)

Four Sky Flash air-to-air missiles on the Tornado Air Defence Variant. Sky Flash is in full production by British Aerospace Dynamics Group for the Royal Air Force and will arm RAF Tornado and Phantom aircraft. Sky Flash is a semi-active radar homing missile with a monopulse seeker. It is the most advanced weapon of its type in production. Sky Flash is also in full production for the Swedish Air Force.
(Photo courtesy Howker Siddley Dynamics Ltd.)

2nd PANHARD APC INSTRUCTORS' COURSE AT CAVALRY SCHOOL, PLUNKETT BARRACKS, CURRAGH CAMP



FRONT ROW, left to right: Capt. Boyle, Sgt. Mott, Cpl. Kelly, Sgt. Howe, Sgt. Malone, Cpl. Smullen, Capt. Quinn, Lt. Col. Dawson (Sch. Comdt.), Cpl. Jones, Cpl. Henry, Cpl. Smyth, Sgt. Nolan, Cpl. Hughes, Capt. Beary. **CENTRE ROW, l. to r.:** Lt. Dukelow, Cpl. Grehan, Sgt. Kelly, Sgt. Garrett, Cpl. Lipsett, Lt. Davis, Lt. Higgins, Cpl. Hall, Cpl. Walsh, Lt. O'Hara, Lt. Burke, Sgt. Fahy, Cpl. Cuddihy, Sgt. Scott. **BACK ROW, l. to r.:** Cpl. Frawley, Lt. Murphy, Cpl. Byrne, Sgt. King, Sgt. Flood, Cpl. Lafferty, Cpl. Daly, Cpl. Palmer, Cpl. Wade, Cpl. Keane, Cpl. McEneaney, Sgt. Gruddy, Lt. Whyte.

"CHRISTMAS IN AN OUTPOST"

by Corporal J. P. O'Brien

Infantry Corps.

IT is Saturday. The phone rings in the Company Office. Over the wire comes the voice of authority. "All Christmas leave is cancelled." The men are assembled at 17.00 hours on the Parade Ground. The Orderly Officer of the day appears and announces the sad news. The circumstances were later explained to the troops by their Company Commander. Some hearts are saddened for the moment, but the men, like the soldiers they are, accept the inevitable.

Throughout Sunday and Monday preparations are made for the festive season.

It is Monday. The phone rings in the Company Office once more. Over the wire comes the same voice of authority. "One officer, 3 N.C.O.'s and 21 men may go on leave." The men are assembled at 17.00 hours on the Parade Ground. The Orderly Officer of the day appears and announces the glad tidings. At the conference of Officers and N.C.O.'s the most deserving cases are selected to spend the festive season with their dear ones. On Xmas Eve the selected few are handed their passes and depart, to leave the remaining officers, N.C.O.'s and men to spend what was to be for the majority of them their first Xmas in the Army.

Christmas morning dawned clear, cold, dry and crisp. At Reveille the Orderly Sergeant is heard wishing us a "Merry Christmas" as he rouses us for Church Parade. Then followed a busy morning for the cooks, assisted by their willing helpers. Before dinner our Company Commander appears on the tower to hoist our flag. We are assembled and our flag goes up to the martial strains of our National Anthem, played by our accordion band and sung by our troops. This was a moment to be remembered by every soldier present, to see our Company Commander and our Platoon Officers salute our Flag flying from the tower from which at other times flew the emblems of tyranny and injustice to our country.

The Company Quarter Master Sergeant announces dinner. The men proceed to the Mess and Officers and N.C.O.'s play their part as waiters. Dinner is in full swing when the command "Attention" rings through the hall. All eyes turn towards the door and there stood Major O'Hanrahan, of Command Headquarters, who had specially come to our Post to wish us the compliments of the season. He congratulated us on our soldierly bearing after such a short period of service, and on our sell-known loyalty and devotion to duty.

Dinner ends and we were entertained by various amateur artists in our own Company until the whistle sounds and our Company Commander steps forward to address his men. It was a proud moment for us when, he, a man of long and honourable service to his country, informed us that we were the best column he had ever commanded. He was also able to tell us that Major O'Hanrahan had informed him that we were one of the best regulated Companies in the whole Southern Command. At the end of his pleasant speech and as he heard his men cheer him to the end, he must have felt proud in the fact that he knew that he could depend on their loyalty and devotion to him as their leader.

It is 23.30 hours (11.30 p.m. to our civilian friends). The men are assembled in front of the house. The window of the Officers Mess is raised and over the ether waves we hear the voice of our supreme leader — An Taoiseach. If this little essay ever comes to his notice, we take the opportunity of telling him of our unswerving loyalty to the cause of liberty and justice for which our Flag stands. At the conclusion of his speech the National Anthem is played whilst our troops stand to attention 'neath the starry skies. Thus Christmas Day, 1940, comes to an end.

Now that Christmas is over we wonder if our friends and comrades have enjoyed themselves as much as we did and we wish to thank the Officers and all those who helped to make this Christmas such a pleasant one for us.

The above account of Christmas day 1940 is extracted from An Cosantoir of 40 years ago, a time when the strength of the army was rapidly increasing after the Declaration of a state of Emergency and subsequent enlistment of 'Durationists'

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The International Hussar Museum, Tarbes, France.

by F. Glenn Thompson

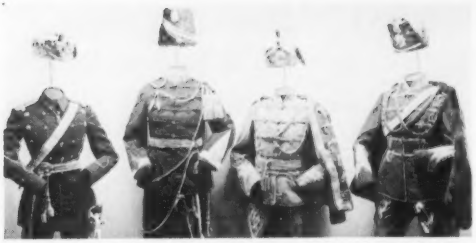
TARBES Airport is of significence to the many thousands who travel to and from Lourdes each year. To those who have some time to spare in the City of Tarbes, a visit to the International Hussar Museum is highly recommended. Situated in Massey Museum in the splendid Jardin Massey; the International Hussar Museum was founded in 1955, and, as its name implies, specialises in every aspect of the history and traditions of Hussars of all nations that had, or still have Hussars in their armies.

Undoubtedly the most dashing of cavalry, the Hussars had their origins in Hungary towards the end of the 15th century; their early dress resembled the national costume of that country. Their name is derived from the Hungarian "usz" meaning twenty and "ar" meaning pay, because the King of Hungary, Matthias Corvinus, realising the value of their capabilities, levied one man in every twenty for military service to protect the frontiers; the man's family providing his subsistence. So successful were these early Hussars, that it was just a matter of time that Hungary's neighbours and other European states, followed the example, and added or converted some of their existing cavalry regiments into Hussars. As a result, a new and colourful series of uniforms and tactics were to make their impact on the pages of Military History. This panache was to survive on a general scale right up to the First World War but was soon to disappear and give way to the various shades of khaki, field grey and horizon blue, in order to blend with the terrain produced by the upheaval. The days of horsed cavalry were numbered and mechanisation was imminent, although some mounted units survived the Second World War.

Gradually Hussars appeared in Canada, the United States, Mexico and in several South American countries. Not only were they added to the cavalry of the line, but monarchs were to have them as Guard units. Russia, Prussia, Hungary, Yugoslavia, Bulgaria and Denmark, had or still have Hussars in their respective Guard corps. Of the last two mentioned, Bulgaria retained their Mounted Guards, who wear white tunics in summer and scarlet in winter. The only major change to the Bulgarian 'Hussar' uniform was the replacement of the former cap badge, which bore the arms of the Saxe-Coburg dynasty, by the five pointed red star. For ceremonial duties, Denmark retains a mounted squadron of the Guard Hussar Regiment. Their light blue uniforms are complimented by the dark red pelisse, and the sabretache which bears the royal cypher; these items have been closely identified with Hussars right from their inception. India was not to be left out in the cold, so the Maharaja of Baroda had a mounted squadron of his Life Guards dressed 'a la Hussar'; the headdress being the turban.

Captain, Hussar Guards of the Irish Legion, Gala Dress 1820, otherwise called Devereaux's Legion. The uniform in 1820 cost over 2,000 guineas.

Left to Right: Telephone orderly and Machine Gunner with Hotchkiss machine gun 2nd Regiment of French Hussars 1915, wearing the Adrian Steel Helmet. Numbers of Hotchkiss's were in use by our own Infantry Corps prior to introduction of Vickers. (Photo by permission of International Hussar Museum Tarbes.)



Left to Right: Second Lieutenant, Rumanian Calarasi Hussars, gala dress, 1936-40; Lieutenant General, Dutch East Indies Royal Army, gala dress, 1940; General, Prussian Guard Hussars, full dress, c. 1910; Colonel commanding the Guard Hussars of Grodno, Russia, full dress, c. 1900.
Photograph reproduced by kind permission of the International Hussar Museum, Tarbes.

Two County Limerick Volunteer units were the first to use the title Hussar in Ireland. They were the Royal Glin Hussars and the Riddelstown Hussars and were in existence during the latter part of the 18th century. In due course the British Army converted several regiments of Light Dragoons into Hussars. In 1823 the 8th King's Royal Irish Light Dragoons became the 8th King's Own Royal Irish Hussars; their uniform had red facings and gold lace, the shakos having black horsehair plumes. Another Irish formation was the Hussar Guards of the Irish Legion, whose magnificent uniform embodied the best patterns of England and France, according to John Devereux, who organised this particular unit. These Hussars set sail for South America in 1820, to help Venezuela in the struggle for independence against Spain. Lastly, but by no means least, was our own Mounted Escort, popularly known as "The Blue Hussars", unfortunately no longer with us. The Eucharistic Congress of 1932 brought them out for their first public appearance and introduced a blaze of colour to the streets of Dublin. They were to remain until The Emergency and to re-appear for a few brief years until their disbandment in 1949.

Since 1978, this specialised Museum has 119 complete uniforms representing seventeen nations that had or still have Hussars. The two photographs published herewith, by kind permission of the Museum, will give a good idea of the high standard of presentation of the exhibits. In addition to uniforms, the collections include, arms, equipment, horse furniture, paintings, drawings, engravings etc., all relevant to the study of Hussars. Once a year the excellent journal "Vivat Hussar" is published, containing articles of a professional standard and complimented by well chosen illustrations. There is also an Association of Friends of the Museum, full details of which can be supplied by the writer.

The Museum is open from 10.00 to 12.00 and from 14.00 to 18.00, every day except Mondays and Tuesdays. However, the telephone number is (62) 93.30.49 if one wishes to enquire prior to a visit.

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A Pastoral Ministry to the Soldier abroad and at Home

Rev. R. Field, C.F.

THE tenseness and excitement among the passengers on the special charter Aer Lingus 747 jet mounted as she rolled to a stop in a remote corner of Beirut International Airport. As the door opens first on board is a French Army Major in charge of Movement Control, who welcomes these Irish soldiers to the peace keeping force of the United Nations Interim Force in Lebanon (U.N.I.F.I.L.) and gives specific instructions about disembarking.

There is a hurried exchange of greetings with other Irishmen waiting to commence their return journey to Ireland after serving their term of six months or so. Clad in Blue Beret and Khaki uniform, looking fit and tanned they will be eager to get under way and be reunited with their families.

The newly arrived units are transported in a convoy of 40 trucks or so to the Irish Battalion area many hours away 3,000 feet up in the hills of South Lebanon.

As dawn breaks on the first day, the young soldier surveys the scene and realises its a long way from the familiar surroundings of Ballyfermot or Gurranebraher. He can see the Blue U.N. flag of the Irish camps flying over bombed out buildings and tents which house his fellow soldiers. Strange sounding names like Brachit, At Tiri, Haddatha, Beit Yahun, come to his ears and in the distance Mount Hermon looks over all. Nearer is yet another mountain, known affectionately as "Hill 16" by the Dubs, who first established an observation post on the summit.

The whole battalion will consist of approximately 700 officers, N.C.O.'s and men from every corner of Ireland, bound together by Military discipline and commitment to a job, trained in such skills as leadership, tactical operations, ordnance, engineering, logistics, signals, medical aid, cooking and arms. Along with these are two Chaplains.

The commitment of this group of Irishmen is to help establish and maintain peace in South Lebanon through observation, checkpoints, patrols across hills and through wadies day and night. This may involve great danger for the soldier and may even involve loss of life as Bishop Casey said in his homily at the funeral of private Stephen Griffin from Galway in April —

> "Members of our Army units on United Nations duty are inevitably in danger of losing their own lives in order to save the lives of others".
> "Blessed are the peace makers for they shall be called sons of God." Matt 5:9.

Helping the local people live in peace and security is not an easy task by any means.

For the Army Chaplain its a unique world — a world of rank and discipline, of comradeship, uniforms, tanks and armoured personnel carriers and guns. Its like a big family with a common purpose and different functions. He is not concerned with equipment nor rank as he himself is commissioned to no rank. His essential concern is with people, with the individual soldier. His function in the battalion is to help all in their faith, to present and live the message of Jesus Christ and build up a Christian minded community.

Its not always easy to break through to the soldier. Polite and respectful certainly, but there's an instinctive tendency to 'stand off' from the priest. The Chaplain has to go out and meet each and every individual in the battalion, know him by name and what his job is. It's to do with personal contact. Basically, he needs to empathise with each individual and be seen to favour none — this is the key. Every 'old' soldier will tell you how quickly one can sense if the priest is the 'real thing' or not. Whether his attitude is genuine or not. If the soldier accepts you, you are halfway there. So the priest tries to understand the mind of the soldier, his attitudes to God, life, authority, what he goes through, his likes and dislikes and build from there.

The Chaplain shares fully in the life of the Battalion, takes part in the celebrations but is always available for counselling, personal problems, ministering to the sick and wounded and is nearby in all situations of tenseness and danger to provide support and encouragement. It was for exemplary devotion to such pastoral duties that Fr. Ted Dunne, Chaplain, 44th Irish Battalion, was

Move to the smooth one... Heineken

awarded the Distinguished Service Medal by the Minister for Defence on 9th September 1980. The first Army Chaplain ever to be so decorated. As the special citation read:

> "For dedication to duty above the ordinary and for displaying courage under fire in bringing spiritual succour to a wounded comrade during the night attack on NAQOURA, Lebanon, on 19th April 1979 . . ."

A frequent problem area is that of loneliness and depression when no word is received from home. On Thursday nights the overseas requests from Ireland broadcast via Radio Cyprus, are eagerly listened to and the 'post' corporal is a most sought after fellow.

For the chaplain its a job of talking to everyone about everything and anything, word from home, the food Ration, Roscommon in the football, guard duties, did the pen pals write after the advertisement in the papers at home. While there are many hours of excitement and danger from shelling attacks by forces hostile to U.N.I.F.I.L. there are also long days of intense boredom, hours spent staring into hillsides while in observation posts, manning checkpoints, just waiting for something to happen. These are hours when perhaps for the first time the circumstances have made a soldier think about his life, about God, about his family. Its a time when he may ask questions about things he was indifferent to before, or just took for granted. Its the time when the Chaplain should be around ready to spend time with him and talk. There might not be another opportunity for such frank and open discussion and explanation.

Most receive the Sacrament of Reconciliation before departure from Ireland. In Lebanon most would attend Mass whenever duty allowed, still some would be indifferent or would lack the necessary faith. For the Chaplain it was revealing to see how some indifferent christians or agnostics suddenly 'found' their faith restored as they lay on the ground while 120 M.M. Mortar shells and point five machine-guns bullets, from forces hostile to U.N.I.F.I.L. landed around them. Not the ideal conversion perhaps but a reality never the less.

Travelling throughout the entire battalion the Chaplain brings Christ through Mass and the Sacraments. Mass is celebrated whenever possible on a make shift altar on the back of a truck or the side of a trench. The liturgy on many occasions is performed with the assistance of the pipe band from Dublin, who incidentally provided a great spectacle for the local Arabs as they marched through villages in kilts with bagpipes wailing. Many other contingents shared in the liturgy with the Irish — Dutch, French, Norwegian, Ghanian, Nigerian but especially the Fijians. These latter travel many miles in trucks through rough country every Sunday for Mass with the Irish and harmonise many hymns in their own language.

It is a constant effort for the Chaplain to reach out to everyone, to present in faith the loving concern of Christ for each one, to help them reach a decision to be committed to Christ and follow him with mature faith in the future. Small copies of the New Testament were distributed to those who wanted them and provided many hours of reading and discussion particularly as the area was closely associated with Biblical events. Many also had the opportunity to visit the Holy Places with the Chaplain.

The situation overseas presents the ideal pastoral opportunity for the Chaplain. In the context of an Irish Barracks this pastoral opportunity is changed greatly. Why? — because the environment of the soldier changes greatly. Having been initially taken out of society he is isolated and trained as a recruit to obey orders for 4½ months. He is subject to discipline and trained to handle arms to defend and when necessary, to kill. He is part of an institution which provides for most of his needs, money, food, clothes, medical care, training, companionship — and religion by way of the Chaplaincy service. Demanded in return is an unquestioning obedience, long and unsocial working hours on occasion and

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under all kinds of weather conditions. It can involve weeks of separation from family and home environment. The soldier has a specific job to do. He doesn't have to choose how he is going to do it, he will be told or ordered to respond. He doesn't have to like it, just do it. He is wrapped in a mould of Army discipline and training where almost every freedom can become a privilege. Thought may be suspended on occasion as armed with his gun he can dismiss God as being irrelevant or as just another authority figure.

The question arises, how can a Chaplain teach Christs message of love or how can he make the Good News meaningful when his congregation are carriers of arms. Also, availability of men for regular mass attendance — even if they should wish to participate — is not always possible because of duty rosters and other essential services. A full complement of men worshipping together on all regular occasions is the ideal to be striven for though not always possible. On these occasions a Chaplain greatly depends on the committed ones of his flock to lead the way. The occasions of the official Mass parades and services with flags, trumpets and swords, though presenting a fine spectacle militarily can become another 'performance' rather than a prayerful liturgical event.

The Army Chaplain has to break through this mould and reach out to touch the inner person who at times can be unreachable because of it. He has in faith to borrow the eyes of Christ when he looks at the soldier in his military milieu, see each individual as an 'adopted son' and fearlessly and convincingly proclaim the message of Christ, especially his message of peace.

Of course its easy to preach and sermonise how we are all God's people and that God thinks of each one as infinitely worthwhile. Try telling that to the new recruit who only sees authority figures who must be obeyed. To do it effectively and constructively requires the Chaplain to relate very closely to each person in his barracks whatever his position. The object being to try to give each one an experience rather than a lecture, of God's heart for them by our genuine caring for each single individual we meet. To make that meaningful one needs an almost infinite patience, love, concern, personal knowledge of the soldier, deep involvement in the life of the barracks and the support and example of those in authority who are committed.

To help the soldier discover and live his faith in God within the military life, to build and develop a committed Christian community, is a daily challenge for the army Chaplain.

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ARMY SPORT 40 YEARS AGO

Sgt. Billy Norton

1 Bn. Hurling Team. All Army Champions 1940. *Front Row. L. to R.:* Pte P. Barry, Cpl. P. McMorrough, Sgt. M. O'Herlihy, Cpl. A. Brennan, Comdt. P. Dinneen O.C., Lt. J. E. Costelloe, Sgt. C. Tierney, Sgt. A. Flannery. *Centre:* Cpl. P. Gleeson, Cpl. S. Moynihan, Pte. P. Cleary, Cpl. M. Tierney, Pte. E. Donovan, Pte. D. Quinn, Cpl. J. Brophy, BSM J. Collins. *Back Row:* CQMS M. Cullen, Cpl. J. Power, Pte. J. Burke, Pte. P. Clohessy, Cpl. K. Costelloe.

IN 1940 due to the mass mobilisation, sport in the Army was curtailed but some events took place. The All-Army senior Cross Country Championships was held in the Phoenix Park. The winners were the Ordnance Service. The individual winner was Col. Jim Sweeney 12 Inf. Bn. The Army Senior Boxing Champions forty years ago were Fly-Weight Pte. Tom Knowles Ord. Service, Bantam-Weight Pte Tom Christie 14 Bn., Feather-Weight Willie Gifford 14 Bn. The Light-Weight Champion was the famous Cpl. Paddy Dowdall Arty. Corps, Middle-Weight Sgt. Charlie Evenden from the 5 Bn. one of the great boxers of the 1930's, Cruiser-Weight Pte. Mick Dwan Ordnance Service who was also the National Junior Champion and the Heavy-Weight title holder was Pte. W. (Champ) Maher from the 3 Bn. The Air Corps produced four All-Army Junior Boxing Champions in 1940. They were Fly-Weight A/M J. McLoughlin, Bantam-Weight A/M P. Hennessy, Welter-Weight A/M P. Molloy and the Light-Heavy Champion was A/M J. Kellegher.

On the GAA Front the 1 Bn. became dual All-Army Champions winning the Football and Hurling. The Football team included Lt. Hugh McNamee, Lt. Owen McCurtin and Sgt. Dick Quinn who were prominent players in 1940. The Hurlers beat the famous Ordnance Service team which included the great Sgt. Mick Daniels. The Medical Service Cup was won for the first and only time by the Corps of Engineers and the Chaplain's Cup was won by the Air Corps for the first time. The Basketball "King-Pins" forty years ago were the 5 Bn. They also won the title in 1934/35/37/38/39. One of the most outstanding players in Army Basketball Pte. Dick Dowling played with the 5 Bn. The first official soccer in the Army was played in August 1940 between Curragh Command and the League of Ireland team Shamrock Rovers captained by the late Jimmy Dunne. The All-Army Tennis Champion was Capt. J. Dolan Artillery Corps. Vol. Jim Coffey Artillery Corps. won the Individual 100 metres Swimming Championship. On the 11th December 1940 the first ever Army Motor Cycle trial was held in Cork. The winning team was the Motor Squadron. The individual winner was Lt. Tom Kirby. Tug-of-War — the Champions were the 5 Bn. who held the All-Army title for 10 years from 1933 to 1942. Javelin — Sgt. J. Perch 4 Bn.

The last Hon. President of the Army Athletic Association was General Dan McKenna the Chief of Staff. The Chairman in 1940 was Col. Tom McGrath Director of Ordnance and the Secretary was Comdt. Jim Kennan.

THE MEDIUM GIRDER BRIDGE

A/Comdt. M. A. Collins BE

Introduction

The Medium Girder Bridge (MGB) was purchased by the Corps of Engineers in 1979 and introduced into service in Spring 1980. The equipment is manufactured by Fairey Engineering, Stockport, England, a company which manufactures a wide range of military and other equipment.

Selected personnel of the Corps underwent an introductory and familiarisation course conducted by an instructor from the company at the School of Military Engineering. MGB construction formed the main training for the Corps Training Camp (1980) in Glen Imaal and concluded with a splendid demonstration of this new and the most advanced military bridge yet developed. The demonstration was attended by the Quarter Master General, General Officers Commanding of the Commands and Senior Civil Servants. Also present were Officers of the Corps of Engineers, the President and the Director of the Institute of Engineers of Ireland and a number of County Engineers.

Development

The development of the bridge was carried out by the British Military Vehicles and Engineering Establishment (MVEE) which under its previous title, Military Experimental Establishment (MESE) also developed the well known Baily Bridge. It was primarily developed as the main equipment for use by Engineers to provide assault bridging in their role of supporting the movement of armoured and mechanised formations. It is designed for use by wheeled and tracked vehicles up to the NATO military load class of 60. Such load equates to a multi axled wheeled vehicle of total weight of about 60 tonnes, and a tracked vehicle of total weight of some 6 tonnes less. The exact load classification of a vehicle depends upon axle spacing, wheel loading, track length, etc., and must be determined for each type of vehicle. Most battle tanks lie within the load class 40 to class 60 range, and most armoured personnel carriers about load class 16. The majority of 2 or 3 axled trucks are under load class 16.

Construction

The MGB is a two girder deck bridge with deck units fitted between two longitudinal girders to provide a 4m wide roadway. Bankseat beams connect the girders at each end of the bridge and ramp units hook on to these beams to provide access. It can be built in either single or double storey construction, the latter giving greater load carrying capacity. Single storey construction has girders of box shaped top panels each 1.83 1.83m(6ft) long pinned together. This is more

The bridge being launched, viewed from the far bank. (Photo: Courtesy irish Press).

economical where lower class vehicles or shorter span are involved. In double storey construction triangular bottom panels are fitted underneath the top panels to form deeper longitudinal girders with the sloping ends of the bridge being formed by junction and end taper panels. Table 1 gives some examples of load class and maximum span.

TABLE 1

	Single Storey		Double Storey	
Load Class	Span (Metres)	Bridge Weight (Tonnes)	Span (Metres)	Bridge Weight (Tonnes)
60	9	5.6	30	20.0
40	13	7.0	38	24.3
30	15	7.7	42	26.4
20	18	9.1	47	29.5
16	22	10.5	49	30.6

Design Considerations and Features

The initial design consideration was the length to be bridged by a single span with a load classification load class 60. An analysis of certain possible operational zones of Western Europe determined that 95% of gaps (rivers and ravines) that might need bridging in an operational situation could be achieved by a 31m (100ft) span. So the standard MGB set provided has sufficient components to construct a 31m single span bridge capable of carrying class 60 loads. Since the bridge can be built in either single or double storey construction and the components of the main girders are in 1.83m incriments a very wide variety of span and load class is possible.

56 minutes after the start and transport starts crossing the bridge (Photo: Courtesy Irish Press).

Secondly it should be hand built without the use of a crane on site during construction. Experience had shown that the use of a mobile crane on a site cuts up the ground, frequently resulting in turning what would otherwise be a reasonably good site into a quagmire. Unacceptable delay in construction in such conditions can result from the crane itself bogging down and from valuable time being wasted on repairing the approach to make access by other wheeled vehicles to the finished bridge possible.

The MGB is lightweight and requires little road transport. The components are manufactured from a specially developed weldable alloy of aluminium zinc and magnesium (DGFVE). This material combines lightness and strength, the lightness being of prime importance not only in reducing transport weight but also enabling the bridge components to be handled by troops without mechanical aids during construction. All but a few components can be handled by six men or less and no component requires more than eight men.

One of the important characteristics of the MGB is that it has been developed as a system to permit easy and speedy handling throughout the supply chain. Use is made of a series of standardised component loads strapped on to pallets. The pallet is designed with a laden weight not exceeding 4 tonnes. These can be carried on the common 4 ton truck so no special bridging vehicles are required. Pallets can also be loaded on to the MGB trailers for towing by standard trucks. Using standard pallets a 31m class 60 bridge can be carried on 10 pallets requiring either 10 trucks or 5 trucks with 5 MGB trailers.

This compares very favourably with an equivalent Baily Bridge which would require 28 trucks and is 3 to 4 times as heavy. The pallet loads are assembled on the ground and crane lifted on to the truck. Speed of unloading at the bridge site is achieved by attaching the pallet with a strop to a stationary vehicle or other anchorage, the carrying vehicle is then driven out from under the loaded pallet which falls to the ground with the shock cushioned by rubber buffers.

Of all the features incorporated into the design perhaps that of greatest significance is that it can be built with the very minimum of site preparation. The marking out is minimal. On any reasonably flat site the taking of levels is unnecessary. There is no calculation of roller heights, no excavation, levelling or packing and no laying of grillages. All of these time consuming activities are necessary with all other clear span bridges. Planning can use up time as well as the actual building. An Engineer Officer arriving at a proposed gap crossing can access all sites in minutes, determine his strategy and commence the actual bridging operation immediately. Trials have shown that during the hours of darkness of even the shortest summer nights in these latitudes a bridge can be moved from its harbour area, constructed, trafficked by military formations, the bridge dismantled and moved forward for further use all before daybreak. During this years Corps Training Camp a 31m class 60 bridge was constructed from start to finish in 56 minutes by a team of one Officer and 24 other ranks.

Further Developments

Since its initial development as a 31m single span bridge the capabilities of the MGB have been furthered. By use of a specially designed reinforcement set, class 60 single span bridges up to 49.4m are possible. Multi span bridges can be constructed using a specially designed component called a span junction set which gives the necessary articulation. The piers can be improvised, existing piers remaining after permanent bridge spans have been demolished, floating piers or the MGB Portable Pier Set.

Conclusion

The MGB has now been adopted as the main bridge for military purposes by the armies of several countries. To date it has been purchased by over fifty countries and is now standard NATO equipment. The characteristics which distinguish it as a most successful military bridging system (ease of transporting and speed of construction) also make it ideally suited for use in civil disasters. The equipment itself is very expensive but compared with other bridges in its class, with its construction time five to eight times faster, one quarter of the manpower and one third transport requirements, its overall cost effectiveness is outstanding.

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Air Crash at Jenkinstown, Co. Louth — March, 1942

Lt. Col. N. C. Harrington (Retd.)

DISTRESSED and wounded aircraft of the belligerent forces in World War II found succor, and sometimes death for their crews, in neutral Ireland throughout the years of Warfare from 1939 to 1945.

The mountainous areas of Donegal, Galway, Kerry, Waterford, Cork and Wicklow were, quite understandably, the mostly fatal areas because of the nature of the terrain and the crash element involved in the landing. Not all those landings proved fatal, however, and when death did occur it affected only the pilot and one or two of a crew on board.

The Jenkinstown crash which occurred in the early morning of the 16th March, 1942, was a vastly different affair. It took the lives of seventeen highly skilled allied airmen at a desolate mountain spot known as Slieve na Gloic, Jenkinson, near Dundalk, Co. Louth.

It will, perhaps, be of interest to An Cosantoir readers now celebrating forty years of successful publication to learn what happened on such occasions in that far off era! What was the military procedure involved in dealing with belligerent aircraft crashes or forced landings at that time? Censorship, which was a requirement of our neutrality, imposed restrictions on news of military events or particulars. We could not publish, even in An Cosantoir, news of aircraft movements over our neutral territory or along our coastlines, lest we give intelligence to either belligerent.

To-day, a reader can learn for the first time what happened at a major air crash nearly forty years ago, and how it was dealt with.

I was G.2 Eastern Command during most of the War years, and stationed at Portobello Barracks Dublin. In such capacity I found myself obliged to serve two military bosses; one, the Command O/C, Colonel Liam Hoolan, the other, the Chief Staff Officer, G.2 Branch, Dept. of Defence otherwise the brilliant Director of Military Intelligence throughout the War, Colonel Dan Bryan.

I solved my reportage problem, as you will see, by keeping my Command o/c informed of everything I was doing while, in most cases, reporting directly to the Director of Intelligence on matters which came my way, and they were many, including the exhaustive and difficult investigation and report on the Magazine Fort Raid at Christmas, 1939.

I hasten to add that my position so close to G.H.Q., made my procedure possibly different to other Commands. I mention this last, lest I, even now, have my knuckles rapped by the distinguished editorial writer in this commemorative issue of *An Cosantoir*!

Colonel Bryan laid down a strict code of procedure in regard to enforced landings of foreign aircraft in our territory. The Command Ordnance officer as well as Air Corps personnel were obliged to attend, but the responsibility for initial investigation and report, as well as liaison with Gardai and local military bodies, lay entirely with Command G.2.

In my area at the time, and in addition to Jenkinstown, I attended landings at such places as the strand at Clogherhead, Navan, Leopardstown Race Course, Blessington and even Gormanston Camp where a German night-flighter landed in May 1945, having flown direct from Denmark at the time of the German surrender to the Allied Forces. One of the three N.C.O.s on board told me that they purposely flew out of Denmark rather than surrender to the forces of a country which refused to defend itself in war. I noticed that they were very well equipped with Danish butter and other foodstuffs!

I append extracts from my Jenkinstown report for your readers information.

Headquarters,
Eastern Command,
Portobello Barracks,
DUBLIN.
23rd March, 1942.

Chief Staff Officer,
G.2 Branch,
Dept. of Defence.

Report on Air Crash at Jenkinstown, Co. Louth on 16th March, 1942.

Sir,

I have the honour to submit the following report on the Air Crash at Slieve na Gloic, Jenkinstown, Co. Louth on the 16th inst.

09.00 hrs.

Report of Crash. The Duty Officer, Eastern Command was informed by Air Defence that a 'plane had crashed at Jenkinstown near Dundalk at about 08.00 hrs. Word was sent to me and, having collected the Command Ordnance Officer, I proceeded at once by car to Dundalk.

11.00 hrs.

Search for 'Plane. I arrived at the Military Barracks, Dundalk at about 10.45 hrs. and learned that Military (3rd Cyclists) and Gardai had been searching in the Jenkinstown area for some hours but no definite information was available that a 'plane had actually crashed. I called at Ann Street Gardai Barracks to get some precise information about the matter, but was referred to Bridge St. Barracks. A Guard at Bridge St. informed me that a

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civilian factory worker had reported that whilst on his way to work that morning he saw a 'plane crash into the mountain near Jenkinstown and observed two civilians going towards the scene.

11.30 hrs.

Interview with Civilian. Having located some of the search party I found the civilian who had reported the crash. He told me his name was McKevitt and that he was employed in the beet factory in Dundalk. He said he was standing at the door of his home which is situated at the foot of Slieve na Gloic at about 07.45 hrs. when he observed a large 'plane flying low in a northerly direction. There was a heavy mist at the time and a few minutes after the 'plane went out of view he heard a crash, followed by two dull explosions, and the noise of the engines ceased. He indicated generally where the 'plane might have crashed and gave me directions to help me to locate the remainder of the search party.

12.30 hrs.

Crash Located. After leaving the civilian McKevitt I proceeded up the mountain road with the Command Ordnance Officer and eventually met Supt. McDonagh and Lieut. Walshe. They informed me that Det. Sergt. McCabe had located the 'plane about 2 miles away in a mountain bog. Supt. McDonagh said that about 15 appeared to be dead. A thick mist was over the mountain at this time and visibility was poor.

13.30 hrs.

Scene of Crash. The path to the scene of the crash lay over difficult mountain bogland and as we climbed higher the mist thickened until visibility became only about 20 yards. We reached the scene at about 13.30 hrs. It would be impossible to fully describe that scene. The 'plane appeared to have broken into three sections on striking the ground. The tail, body and fore-part were spread over a distance of about 50 yards and the forepart which enclosed the Pilots cabin had apparently burnt out. The wings, tail and centre part were not burned but were badly wrecked. The whole area was strewn with bodies, baggage and debris. The fire had burned itself out and the mist made it intensely cold for the few survivors. Three of the survivors who were conscious were sheltering under the torn body of the 'plane. They were Flying Officer Anderson, suffering badly from burns to his legs and hands and an injury to his jaw, Sergt. Ames, broken leg and facial injuries, and Sergt. Patterson, injury to his back. A Priest arrived on the scene shortly after we reached it and helped us to gather clothing to cover the survivors. He went from body to body looking for evidence of religion. Flying Officer Andersen told me that the 'plane was "Liberator N." with a crew of 6 and 13 military passengers. He said they left an Advanced Landing Ground in Egypt at 16.55 hrs. the previous evening 15th inst., en route to the South of England. Their Wireless was not working and they eventually found themselves off their course and with very little petrol. Some time before the crash they saw lights below them and thought it might be Dublin. I told Lieut. Walshe not to allow articles, identity papers or discs to be removed from the dead and that the question of identification would be dealt with when all the bodies had been collected in the Military Barracks, Dundalk. I left the Ordnance Officer in charge while I returned to Dundalk to 'phone particulars to Defence.

14.15 hrs.

Arrival of Red Cross. As I left the scene at about 14.15 hrs. the Red Cross people were arriving and Ambulances had assembled on the road about 2 miles away.

15.45 hrs.

Particulars of Crash 'Phoned to C.2 Branch, D.O.D. At about 15.45 hrs. I arrived back in Dundalk Military Barracks and 'phoned the information I had obtained to G.2 Branch (Capt. Corvin). I made it clear that I had obtained the names of those on board from the senior surviving officer and not from any identification of the bodies. At the conclusion of my report to Capt. Corvin the C.S.O., G.2 Branch, Colonel Bryan spoke to me and I gave him a brief report. I told him that I had rushed in to give a brief preliminary report but that I would have to return as I still had to deal with the collection of Maps, documents and baggage and that I was concerned about the identification of the dead and the clearing up of the situation generally. Colonel Bryan instructed me to leave an officer at the 'phone who would take any messages or instructions and who would also inform the Eastern Command of any information as it became available. I immediately instructed Lieut. Dunne to take up this duty and informed Colonel Bryan of the name of the officer. I asked Colonel Bryan to have my report transmitted to the O/C, Eastern Command for his information.

16.30 hrs to 19.30 hrs.

Removal of Bodies, etc.

I arrived back at the scene of the crash at about 17.00 hrs. The six survivors had meanwhile been removed to the Louth Hospital, Dundalk, but one died on the way and another, Pilot Officer Stephens died the following day. I left the road to climb the mountain the first few bodies were being brought down. Some difficulty, I think, arose at this stage about the transport of the bodies to Dundalk. The Red Cross Ambulances are not allowed to take dead bodies and to the best of my knowledge a Military Ambulance and Military truck had to deal with most of them. The removal of the bodies to Dundalk was, I think, somewhat delayed on this account.

Tá siad ag teacht

go raibh maith agaibh

GUINNESS

On the way up the mountain I passed several parties of soldiers and civilians carrying bodies on stretchers, and at the scene of the crash about eight bodies were still awaiting removal. I think I should here mention the difficult work entailed in the collection and removal of the bodies. They had been thrown in every direction and some were buried in the burnt wreckage of the 'plane and in the earth. A few were so burnt that they scarcely resembled human remains while the rest were badly broken. In every case rigor mortis had set in leaving the bodies stiffened in the various attitudes and thus making them difficult to handle.

The whole work of collection and removal had to be carried out in a mist so thick that parties found it necessary to shout to keep in touch and soldiers had to be stationed at intervals to act as guides. It was found necessary, also, to tie the bodies with ropes to the stretchers to get them down the mountainside and six men were required to accompany each stretcher, two for relief purposes.

On making a check of survivors and dead I ascertained that one body was unaccounted for and a further detailed search of the area failed to locate it. The body was found the following morning buried in the earth and debris under a wing of the 'plane.

After seeing to the collection of maps, documents, technical instruments and personal property I returned to Dundalk Military Barracks.

19.45 hrs.

Arrangement for Disposal of Bodies

On my return to Dundalk at about 19.30 hrs. I was informed by the Command O/C that arrangements had been made to hand the bodies over to the British Authorities at Newry. I informed him that the work of identification was then in progress in a Store which contained thirteen bodies, and that the bodies were been sewn in sheets preparatory to handing over.

22.45 hrs.

Handing over of Bodies

At 22.45 hrs. thirteen bodies were taken to the Border at Newry Road and handed over to the British Authorities.

General

(1) The complement of 19 on board the Aircraft consisted of British, Australian, American, Canadian and New Zealand Pilots. As a result of the crash 15 are dead and 4 survive.

(2) The survivors whom I spoke to in hospital expressed appreciation of the rescue work carried out. In this connection I wish to pay tribute to the work of the 3rd Cyclist unit under Lieuts. Walshe and Sweeney. These men performed a difficult and, in some cases, distasteful task with a willingness and energy which speaks highly for their morale and training. The local civilians who assisted as well as the Dundalk Red Cross Society also deserve praise for their work.

(3) The Command Ordnance Officer, Comdt. Kelly, disposed of some incendiary bombs which were on board the 'plane. The Air Corps Officer, Lieut. Ryan visited the scene on the evening of the crash and carried out a technical examination. All the equipment and Ordnance except two Colt Auto revolvers handed to the Command Ordnance Officer have been taken charge of by the Air Corps.

((4) Personal baggage belonging to the survivors and dead, except two kits the property of Sergt. Ames and Sergt. Hayden, survivors, have been handed over to the British Authorities at Newry. The two kit bags referred to are in the custody of the Military at Dundalk.

(5) Maps and official documents belonging to the Aircraft have been handed to G.2 Branch, Dept. of Defence.

I have the honour to be,
Sir,
Your Obedient Servant,,
N. C. Harrington, Comdt.
O/C G.2 Branch, Eastern Command.

Crash of British aircraft at Jenkinstown near Dundalk on 16th March, 1942.

Survivors

1. 18508 Flying Officer J. S. Anderson.
   Next of Kin: Mrs. G. A. Corkin, 120 Newton Road, Auckland, N.Z.
2. 1182180 Sgt. C. R. Amos.
   Next of Kin: Father. Azournaga 1876, Buenos Aires, Argentine Republic.
3. 644625 Sgt. Patterson.
   Next of Kin: Father. E. Patterson, 17 Biddulph St., Highfield, Leicester, England.
4. Pilot Officer Stephens, B. W.
   42 Lillington Street, Victoria, London, W.1. Age 19.
5. Sergt. Hayden, Sydney Frederick,
   28 Ringwood Way, Wenchmore Hill, London.
   Next of Kin: Father. S. W. Hayden, British Gen. Electric Coy., Clarence St., Sydney, Australia.

Casualties (Killed)

1. Wing Comdr. Wells, D.F.C.
2. Pt. Lt. Barrett, D.F.C.
3. Pilot Off. Tolson.
4. Ft. Sergt. King.
5. Ft. Sergt. Goodenough.
6. Sergt. Jordan.
7. Sergt. Morey (Navigator)

8. Sergt. Gibbons (Wireless Operator).
9. Sergt. Ingram (Wireless Operator).
10. Sergt. Brooks.
11. Sergt. Williams (Pilot).
12. Sergt. Buchanan.
13. Sergt. Sloman.
14. Sergt. Brownlee.

Thirteen (13) bodies were handed over to British Authorities for burial on the evening of the 16th. The body of the 14th (Sergt. Gibbons) was handed over on the following day.

Flying Officer Anderson & Sergt. Patterson were removed in an Irish Red Cross Ambulance to Northern Ireland on the 17th March. The remaining three survivors, who are at present in Dundalk Infirmary, are all in a serious condition and in danger of death.

ADDENDUM

Subsequently Pilot Officer Stephens died at Dundalk Hospital on the 19.3.42 and his body was handed over to British Authorities for burial on same day. The remaining 2 survivors Sgt. Amos and Sgt. Hayden were removed from Dundalk Hospital on same date and conveyed to Six Co. Area in a civilian ambulance.

EPILOGUE

Some notes of the aftermath of the crash I recall:-

1. Visibility rather than anything else was the most likely cause of the crash. An elevation of about 30 ft. would have cleared the aircraft from the mist covered mountain.
   There was talk about the wireless failure with base. It was said, indeed, that the wireless instrument was deliberately put out of action when a message was received to return to Egypt.
2. I learnt sometime later that eventually there was only one survivor. He was most likely Sgt. Amos whom I visited in hospital in Dundalk and who appeared to be the least injured. He was a pleasant man to talk to.
3. My comment in regard to not accepting dead bodies in certain Red Cross Ambulances was queried by C/O G.H.Q. at the time. My remark was proved correct, however, inasmuch as there was a technical instruction affecting the carrying of undisinfected corpses in Red Cross Ambulances. I think the matter was well cleared up later.
4. A question was raised in the British House of Commons about the disposal of personal property belonging to the victims. This was a touchy question.
   I am certain that we on our side did everything possible to return all property to the British at Newry. I cannot say what happened to it afterwards. Pilfering was always a hazard in the circumstances of a crash. For myself I was rigid about such matters. I would allow nothing to be removed unless to official accountancy.
   Lieuts. Walshe and Sweeney of the 3rd Cyclists at Dundalk worked with me for long laborious hours in a hut containing some thirteen or fourteen bodies while we tried to sort out the vast amount of material and relate what we could to a particular body for the benefit of the next-of-kin. It was mostly a labour of defeat. What we could not identify and this was the bulk of property of everykind we put into miscellaneous sacks for others across the border to deal with. I recall one small package which we put into miscellaneous still wrapped and unopened. On it was written: "To the dearest girl in the world, on her third Birthday".

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LETTERS TO THE EDITOR

40th ANNIVERSARY

Many letters of congratulations were received on the occasion of the 40th Anniversary. For reasons of space, we include only a representative sample here.

Dear Sir,

Congratulations on the 40th anniversary of "An Cosantoir" in December. It is certainly a proud achievement for the magazine of the Irish Defence Forces!

In the years after World War II there were so many German generals, who greatly appreciated the fact that "An Cosantoir" published their material. "An Cosantoir" was one of the few magazines in the world prepared to accept such material at that time. Many of these early articles in the late 1940's and early 1950's have been quoted in standard histories of World War II.

As Chairman of the local Military History Society I would like to say: "Herzliche Gluckwunsche"!

Yours sincerely,
Dr. Dermot Bradley,
Pastorsesch 3,
4400 Munster 15, Germany.

Dear Sir,

On behalf of the Council of the Military Histroy Society of Ireland may I congratulate "An Cosantoir" on completing forty years of publication.

We are glad that the magazine continues to make an important contribution to the military life of our society and offer our best wishes for the future.

Yours sincerely,
Donal O'Carroll,
Lieutenant Colonel,
Hon. Correspondence Secretary,
UCD, Newman House.

Dear Sir,

On occasion of the 40th Anniversary of the publication of "An Cosantoir", I am very pleased to congratulate you.

You and your Army must be very proud to have this very good "Army mass media".

Yours very sincerely,
Lt. Col. F. Martinez Pariente,
Spanish Embassy,
3 Hans Crescent,
London, S.W.!.

The Editor,
An Cosantoir

Dear Sir,

Warm congratulations to your fine publication, *An Cosantoir*, on its 40th anniversary. We read it with interest each month and look forward to many more years of fine professional coverage.

Sincerely,
J. E. Greenwood,
Colonel, U.S. Marine Corps. (Rtd.),
Editor, Marine Corps GAZETTE,
Box 1775 Quantico,
Virginia 22134.

Dear Sir,

May I be permitted to convey the Museum's warmest congratulations to you on the fortieth anniversary issue of your excellent journal.

Yours sincerely,
Dr. G. M. Bayliss,
Keeper of the Dept. of Printed Books,
Imperial War Museum,
Lambeth Road,
London WE1 6HZ.

Dear Editor,

Daichead bliain ag fas! Cuis athais dom an chaoi seo a bheith agam traoslu le "An Cosantoir".

I had some small association with the magazine in its early infancy. It gives me real joy to see it reach its fortieth birthday and in such fine fettle. I offer warmest congratulations and felicitations, on behalf of all the members of ONE, and myself.

Go maire tu an da chead!!!

Sincerely,
L. F. Doyle, Lieut-Colonel,
National President,
ONE.

Sir,

December 1980 marks the 40th Anniversary of the founding of 'An Cosantoir' and its first appearance in printed form.

A curious parallel is created between the founding of 'An Cosantoir' and the 1st Motor Squadron. The Emergency was of crucial importance to the Irish Army — a historical watershed in many ways in the development from uncertain Post-Treaty days to the establishment of the modern military force of the 1980's. The birth of 'An Cosantoir' took place in the Emergency Period and in taking place, it reflected the Armys growing consciousness and pride. Its importance then, lies in that it stood as the mouthpiece for our organisation in 1940 — on the threshold of a new era of internal development. The hectic years of W.W.2 and following decades were and have been faithfully chronicled within 'An Cosantoir'; and it is to this journal that we can always return for an education.

The 1st Motor Squadron was formed in 1939 in McKee Bks. in Dublin — and the tale of its beginning again takes place within the Emergency Period. The Squadron was indeed the first of the Motor Squadrons and later it passed on not only trained personnel to other Squadrons but also the experience it had gained the hard way. The new Squadron was beset with many problems, the greatest being the lack of a Director and staff to discuss problems with the Unit Commander — Comdt. Paddy (Laddie) Hassett. Furthermore there was a lack of technical stores and fitter staff to deal with vehicle maintenance. When at first the unit was formed in McKee Bks. in the Summer of 1939 it consisted of 4 Motor Troops made up of 5 Scout Cars (Ford 10 hp) and fifteenn Motor Cycles. Later an armed troop of 4 Landsverk or Leyland Armoured Cars were substituted for a recce troop. The Autumn exercises in the Stradbally area in Leix first blooded the Unit. These exercises in which all ranks worked day and night without a break extended into October. Between 1939 and early 1940 the Unit, operating out of Griffith Bks. Dublin and Castleblaney, took part in the search for stolen ammunition after the Magazine Fort raid. In early 1940 the Squadron moved to the Transport Yard at the Curragh Camp. These were hectic days and we may gain some grasp of the atmosphere of the period when we picture the O/C — Comdt. Hassett — and the Tech Officer — Lt. J. Stapleton — donning overalls and working all night at the "bikes" to get them ready before moving out of the Curragh for Mount Juliet Estate, Kilkenny. A detachment under Lt. Stapleton was stationed at Desert Court, Callan, Co. Kilkenny. Other Officers of the Squadron at this time included Capt. Cogan and Lt. T. Ryan, both later to become Directors of Cavalry as was Lt. J. Stapleton. Those who remember the war years will remember the threat of "imminent invasion" search along the South East coast and it was against this background that the 1st Motor Squadron trained and operated. However by December 1940, the Squadron were back in the Curragh and located at No. 1 Internment Camp after the I.R.A. burning and attempted break out. It is of interest also to note that the birth of the 4th Motor Squadron followed in 1941 when troops from the 1st Motor Squadron were detached to Boyle, Co. Roscommon, under the command of Lt. J. Leydon.

Thus the early years of the 1st Motor Squadron were exciting and challenging times, as was the case for other Units and Organisations formed in the Emergency Period. The reader of any early editions of 'An Cosantoir' will not but help feel some of that excitement contained in the written word. The Squadron role in the re-organization and development within the Army during the Emergency was prominent enough and this fact creates a not insubstantial link between the Unit and the founding of 'An Cosantoir'. It may be said that while 'An Cosantoir' constituted the written viewpoints and aspirations of a new era within the Army, it was Units like the 1st Motor Squadron which were the physical embodiment of that new era.

Lt. E. Kelly,
1st Motor Squadron.

WESTERN COMMAND HALF-MARATHON

Sir,

The above-mentioned road race will take place on 17th March '81 in ATHLONE, and is restricted to W COMMAND PDF members.

For those of you of a competitive nature, prizes will be presented to the 1st, 2nd, and 3rd home. Young hopefuls with a mean streak can compete for the novice (U-21) prize.

Older (sorry, more mature) types, who should know better, can have it out between them for the O-40 prize.

Team competition will be at sub-unit level, i.e. Coy., Bty.

All competitors will be issued with sponsorship cards and are expected to annoy as many people as possible into parting with their easily earned index-linked money. Proceeds will go to ABF and a deserving local charity.

Finally, for plodders like myself, who prefer to enjoy the scenery on the way, but who believe in finishing the course, a certificate of achievement will be presented at an open dance which will be held in the gymnasium, Custume Bks., on the evening of the run.

Yours faithfully,
Sean Kilbride, Capt.,
Custume Bks., Athlone.

Sir,

Ex Lt. Col. Bunworth's description of the Niemba ambush (Oct. Issue) and subsequent actions of the Irish troops will be of interest to many of the peers who served in the Congo at that time. It was of particular interest to me as I served in the 5th Bn. with Cpl's Dougan and Kelly and was a friend of Sgt. Hugh Gaynor.

I can take Gen. Van Horns opening paragraph only as a rap on the knuckles to the training section of the army at that time and from an NCO's position at that time can only agree fully with him. Most (99%) of the O/R of my Coy. didn't even know where exactly the Congo was or what we were going for. We had two stops on the way out and nobody knew where or what we were stopping for. We know now, of course that it was refuelling but at the time it was a mystery.

In the Congo I saw mediocre barrack-room soldiers blossom in difficult situations and was amazed at their grasp of diplomacy when needed and firm surety when diplomacy failed. Looking back now I shudder as I think of Pte. J. Glennon (now C/S) and myself as we patrolled the streets of Elizabethville from 6pm to 6am in the darkness with not even a nail-file to defend ourselves with and our Coy. stationed about two miles away . . . 'what innocence'.

My Coy. was "A" Coy. of the 35th Bn. which were captured by Tsombes' troops and this gives me the opportunity to say well done to Cft. P. Quinlan (now ex Col.) for bringing all his men back safely to Ireland where a less experienced officer could have lost half his men in inglorious do or die heroics.

One last point before I finish, having served with a certain amount of distinction on my first overseas service I was never given the opportunity again although I volunteered for every contingent for six years. This I attribute to being away from a regular Bn. and thereby not been known by the selecting officers, however life is like that and serving with an FCA Bn. does have its compensations.

M. Mullen,
FCA Office,
Ballina.

Dear Sir,

There is an Exhibition of Irish, British & European Military Uniform Prints, from 17th to 19th centuries; in the Exhibition Gallery of the Chester Beatty Library, Shrewsbury Road, Dublin 4. (Opened on Friday 28th November at 4pm.) The Exhibition is open to the public from 10am to 1pm and from 2.30pm to 5pm, every day **except** Sundays and Mondays. Also open on Saturdays from 2.30pm to 5pm. The Exhibition will remain until the end of January. Admission Free.

Yours faithfully,
F. Glenn Thompson,
3 Greenlea Park,
Terenure, Dublin 6.

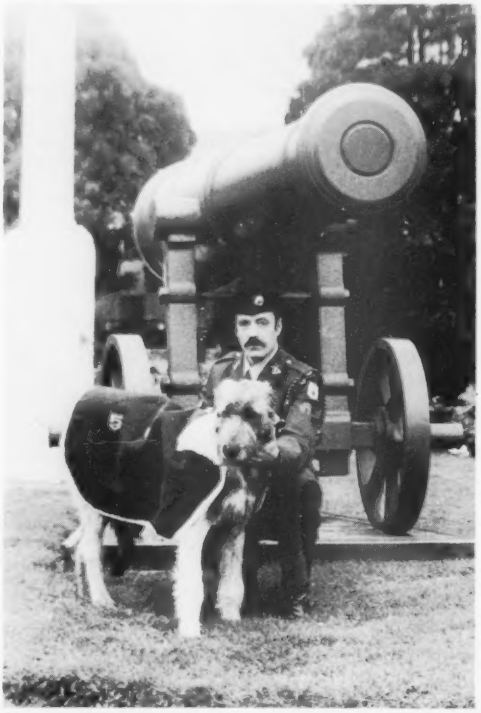
A Chara,

Before this undistinguished year slithers off, it might be worth recalling that it marked the 40th Anniversary of the Declaration of "the Emergency" and the great "Call of Arms" of 1940. The response to that Call was magnificent. Existing units were brought up to strength: new units were formed; e.g. Colonel Cyril Mattimoes 11th Field Artillery Battery ('the Greyhounds') was formed in McKee Barracks: Major Massy Donegans 31st Infantry Battalion was formed in Ballincollig.

The 11th Battery — Artillerymen and all as they were — were proud of the fact that they marched to Cork from Mullingar ("every step of the way") for the '42 manoeuvres on the Blackwater. I recall a story from Ambrose Nester about those manoeuvres. The 'point' of the 31st Battalion signalled the presence of 'enemy' by raising his rifle in the regulation manner. "Are there many of them"? asked the investigating platoon commander "Millyuns of um"! replied the breathless excited soldier. We never knew who really "won" those manoeuvres; but the 'canteen talk of the day was that from a tactical point of view, at Brigade level the late Colonel Jim Hannon (1st Div) and the late Colonel Mick Touhy (2nd Div) were 'out on their own'. Anyway this is just a remark to note the 40th Anniversary of the greatest expansion of the Army since 1922. There must be a lot of mobilization lessons that abide and have perhaps a present day relevance.

Beir buadh agus beannacht,

Mise, le meas,
J. P. Duggan, Lt. Col. (Rtd.),
19 Cedarmount Road,
Mount Merrion, Co. Dublin.



Pte. Joseph Bolton H.Q. Coy. 5 Inf. Bn. with 5 Inf. Bn. Wolfhound Tighe of Tolka Valley presented by Ms. A. Walton. Recruit Tighe is expected to be up-graded to 2*Pte. in the near future on completion of his recruit training.

Copies of the above commemorative poster are available (in full colour measuring 17½" x 23") from the Editor. The poster was especially commissioned from Mr. Eamon Robbins and is in a strictly limited edition. To acquire a copy of this unique edition, send a cheque for £1.00 to the Editor and mark your envelope 'Poster'.

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OFFICERS PROMOTIONS — NOVEMBER

Name	Promoted To	Appointed From	Appointed To
Kerwin, G. E.	A/Lt. Col.	ATC Chief Radar Instructor (Comdt.) ATC Staff Air Corps.	Chief ATC + OIC ATC Staff (Lt. Col.) Air Corps.
Guthrie, J. R.	A/Capt. (N.S.)	Engr. Mgr. (Cdr) Naval Base & Dockyard	Marine Eng. Superintendent Capt. Naval Base & Dockyard
Currivan, J. P.	A/Cdr.	Asst. Eng. Mgr. (Lt-Cdr.) Base & Dockyard	Eng. Mgr. Cdr. Naval Base & Dockyard
Farrell, B. M.	A/Lt. Cdr.	O.C. (Lt. Cdr.) Le Fola	Retains present appointment
Lynch, Joseph M.	A/Lt. (N.S.)	Repl. Nav. Offr. (Lt.) Repl. Sch Naval Base	Instr. (Lt.) Gnry. & Seaward Defence Naval Sch Naval Base
Brownen, P. V.	A/Comdt.	Asst. Adjt. & Pl Comd. A' Pl HQ Coy 48 Inf. Bn. UNIFIL	Retains present appointment
Curley, D. J.	A/Comdt.	SO (Capt.) 5 Fd. S&T Coy. FCA	OC (Comdt.) 4 Grn 4 Grn. S&T Coy.
Hanly, J.	Sub. Lt. (NS)	Asst. Adjt. HQ Coy. 6 Inf. Bn. 9	Catering Officer Naval Base & Dockyard

NCO's PROMOTIONS — NOVEMBER

Rank	Name	Unit	Rank Promoted To
Sgt.	Doyle, C.	2 Grn. AOC	Coy/Sgt.
Sgt.	McCarthy, T.	3 Grn. S&T	Coy/Sgt.
Sgt.	Sheehy, A.	HQ E. Comd.	CQMS
Sgt.	Noone, E.	1 Inf. Bn.	CQMS
Sgt.	Curran, J.	4 Mot. Sqn.	CQMS
Sgt.	Mahon, C.	9 FA Regt.	CQMS
Sgt.	O'Regan, T.	HQ S. Comd.	CQMS

DEATHS & RETIREMENTS OFFICERS — OCTOBER, NOVEMBER

Rank	Name	Appointment	Date Enlisted	Date Retd.
Comdt.	O'Leary, T.	S.O. A. Staff H.Q. S. Comd.	3.11.1939	2.10.1980
Lt. Col.	Brophy, T.	Senior S.O. Lt. Col. Adm. Coolmoney Camp	20.9.1939	2.10.1980
Lt. Col.	Kealy, R.	Asst. Dir. HQ ASM	13.9.1940	2.10.1980
Col.	Dineen, E.	O.C. S. Comd. FCA	21.9.1939	2.10.1980
Lt. Col.	Groarke, M.	Senior S.O. QMGs. Br.	21.4.1939	2.10.1980
Capt.	Nolan, T.	Pl. Comdr. Supply Pl. 2 Gar. S&T	4.7.1940	2.10.1980
Lt. Col.	O'Sullivan, C.	Chief Inst. Inf. School	1.12.1942	2.10.1980
Col.	Doyle, J.	O/C Observer Corp.	20.9.1939	2.10.1980
Col.	Counihan, J.	Dir. P & R	20.9.1939	2.10.1980
Comdt.	Ryan, J.	Adjt. 2 Hos. Coy.	21.11.1940	2.10.1980
Lt. Col.	Barrett, J.	Senior S.O. A&Q HQ C. Comd.	21.9.1939	2.10.1980
Lt. Col.	Nelson, P.	S. Staff Off. A& Q HQ W. Comd.	26.9.1944	17.10.1980
Lt.	Ginty, J.	QM Army Apprentice School	10.8.1959	13.10.1980
Capt.	McSweeney, J.	Instr. Ord. School Depot Ord.	5.10.1968	16.10.1980
Capt.	O'Brien, C.	O.C. 4 Hos. Coy.	19.3.1971	31.10.1980
Comdt.	Kilby, J.	Stores Offr. GP 2 Depot Ord.	10.6.1940	19.10.1980
Lt. Col.	O'Keeffe, D.	Mil. Col.	1.5.1942	10.10.1980
Capt.	McNicholas, W.	Wpn. Pl A Coy. 2 Inf. Bn.	5.6.1973	17.10.1980
Comdt.	O'Connor, P.	O.C. 4 Garr. S&T	2.10.1962	2.11.1980
Comdt.	O'Connor, F.	OIC A Staff E. Comd. FCA	18.10.1966	24.11.1980

THE NAVAL OFFICER

J. E. Lucy, CPO/Telegraphist

THERE are many different types of officer in the Service — regular; direct entry; Dartmouth trained etc. What I have tried to do here is give a rough definition of the various types as I see it, from the lower deck.

My reasons for attempting this article are based on a query from an officer some time ago. He asked me what we (NCO's and men) thought of officers. I found that I could not answer his question in one or two simple sentences, and after some thought on the matter came up with this account. It is not meant to be derogatory in any way, and I hope that readers will bear this in mind and not be offended.

The 'Dartmouth' officer is accepted into the service as a cadet, and is trained in the Military College, Naval Base Haulbowline, and the Royal Naval College, Dartmouth, England. The reason I have dubbed him the 'Dartmouth' officer is that the period he has spent there usually has a lasting effect; presumably its meant to be that way. A colleague of mine once described Dartmouth as 'a great place to learn how to use the spanners' (reference to table manners). I'm sure there is a lot more to it than that, but there may be some truth in it.

On being commissioned to Sub-Lieutenant, the young officer starts the long haul to Lt. Commander. On attaining this rank, he usually receives his first command of a ship, if a deck officer. At this juncture all his 'Dartmouth' training comes to the fore. Immaculately dressed at all times, but especially on ceremonial occasions, or semi-ceremonial occasions, such as when a vessel is entering or leaving harbour; he will stand a little apart from everyone; a stiff upper lip and an air of superiority. This however, isn't always possible in our Navy where everyone knows everyone else. But you can imagine the intentions of the Royal Navy instructors. Where there are bigger ships and a bigger organisation; the ship's captain could remain aloof at all times.

He must always try to remain calm and in command of every situation; but of course, the man is only human and gets a little excited at times, like the rest of us. He must project an air of confidence, decisiveness and leadership.

What does the ordinary sailor think of him? Some might look at him with a little awe, up there on his lofty perch on the bridge; he would seem a little remote to say the least. But in contrast, the present day sailor is less easily impressed, I would think, than in my day. Of course, they curse him roundly, at least in their own minds, when he makes some decision that doesn't suit them; but that's only human nature. The end result is, the various individuals will make up their own minds whether he is a good commander or not. In any case, he's up there as the ships' commanding officer, and will receive the respect due to his rank; no more, no less.

I can always remember a young officer reprimanding a seaman over some remark he had passed in reference to the commanding officer. The officer, his curiosity getting the better of him asked — "What do you think of the Captain". The seaman was a little cautious and slow to answer, especially after the 'dressing down' he had just got."

"Well Sir", he said. "He may not always be right, but he's never wrong."

To be fair however, it must be said that this officer becomes with experience, a good ship handler and efficient administrator, to a lesser or greater degree.

The 'NCO' officer comes to the attention of the 'powers that be' due to the efficient, diligent and expert performance of his duties as an NCO, plus his showing of what is considered 'potential officer material.

When this officer is commissioned he is destined to become a shore-base administration officer. This means that he will no longer operate in the same branch as when he was an NCO; unless he is in administration already. This, to my mind, is often a pity as some of these individuals are brilliant in their field. However his experience in handling personnel is, or should be, invaluable, having 'come up thro' the ranks and having personal experience of both sides of the coin.

Nevertheless, I have often felt he is treated as an inferior type of officer by his fellow 'cadet' officers; or not quite the 'full bob's worth'. The reason for this is a bit of a mystery to me, maybe it is something to do with the fact that he has come up through the ranks and isn't of the same 'grain'. An officer is an officer, in my book, once commissioned.

The 'Direct Entry' officer, usually an engineer or deck officer, joins the service under contract. After a crash course on the military aspects of the service, he is destined to spend some years on board ship. Coming from the merchant marine, he often err's in trying to adapt 'civy' systems to service procedures. Sometimes he'll run with the hare and chase with the hounds. In other words, he wants to be one of the lads, as well as an officer. Little does he appreciate that the rank structures are built into the service i.e. officers, NCO's and men; and thou shalt not cross the line, except on special occasions when the rules are bent a little.

When he is shown the 'light' from above, or below, or when he gets his fingers burned, he goes to the other extreme. 'Reading up' on all the rules and regulations he can find, he thinks he has the

problem licked with his new found knowledge. Everything then appears to be in black and white, do's and dont's, and he has people 'walking the plank' for minor infringements, when a word on the side would suffice. Eventually he finds his level, often with hard experience, and learns to bend with the wind.

His biggest dread, I would think is when he has to do some ceremonial drill. One senior officer I once overheard, said — 'the lord only knows what he will do with his sword'. This is not his fault as he usually goes straight to a ship after initial training, and this is often the last he'll see of ceremonial for a few years at least. Ability wise you'll find none better; he may not always be the best at the 'marching' but top marks when it comes to the 'fighting'.

Last but not least, we have what I call the 'Irishmans' officer, whom I'll call Ol'Mac. Now Ol'Mac may, or may not, be a 'dartmouth' officer; or even a direct entry officer. The particular individual I have in mind is only too well aware of his cultural background. No false illusions or stiff upper lip from him. After all most of our grandfathers or even our fathers considered a good pair of shoes a luxury. Sometimes his background is more pronounced and he shows a keen interest in Irish dancing and music; for which he was sometimes laughed at. He even got a little excited, and when he did he cursed out loud. Sometimes he took a drink too many, and on occasion would stand in the 'chipper' que with the rest of us. Behaviour that could be considered a little unorthodox for an officer, depending on your point of view. I have often felt that his fellow officers might consider him a bit of a black sheep.

Yes, maybe he was at that. But what did the ratings think of this type of officer? Well Ol'Mac was very keen at doing the job; from Rockall to the Porcupine Bank to the Fastnet and south west approaches; he'd patrol and arrest, patrol and arrest. Driving crew and ship as the circumstances dictated. But the crew always felt that they were doing the job, and all the endless patrolling had a purpose. Consequently, morale was high, especially among the younger ratings. Senior NCO's always appreciated the confidence he showed in their judgement, when he chose to consult them on some aspect or other. This had the effect of making people feel that they were of value, and not just a number. When the special effort was required, he'd normally address the crew, and outline what he wanted exactly — and he usually got the right response. Of course, he could be a very strong 'law and order man' when it was necessary, but only when all other 'avenues' had been explored.

One might argue that all other types of officer, I have mentioned, would get the same results; this is true, as indeed, they are entitled to any respect that befits their rank. However, in my opinion, there is one subtle difference. The loyalty and respect for the Ol'Mac type of officer, or 'Irishmans' type of officer don't come with the rank; it's won in the 'field', so to speak. The man as well as the rank are respected. Some might call it leadership.

The Adjutant General Maj. Gen. William Callaghan presents a Gong which was made from a shell of the 1916 period to the veterans of Bolands Garrison.

A Plaque presented to O/C Ballincollig by former Officers of 'the weapon' on the occasion of the 40th Anniversary of the Formation of the 31st Infantry Battalion (Photo: Lensmen).

UNIFORM CHRISTMAS

by Comdt. Padraic O'Farrell

IT was during the Great War when trench-warfare meant that only a few hundred yards separated combatants. Germans faced British on a still, calm Christmas Eve. Little was happening. Soldiers hardly even crouched as they moved along the trench systems. There had been a long stalemate and anyhow, an unwritten truce existed on this special night. Then the silence was broken by the music of a mouth-organ coming from the German lines. A lone light tenor voice joined in:

Stille Nacht, Heilige Nacht

The carol *Silent Night* was sung through in the language that gives it more appeal.

Silence again. Then a voice:

'Hey Tomee. Eet ees for you now to sing for us, yah?'

A muttered conversation and from the British trenches then:

'OK, Jerry, get into your dug-out. It's comin' over':

'Silent night, Holy Night. All is calm . . .

Other voices:

'Hapee Chreestmas, Tomee'.

'Appy Christmas, Jerry.'

Opposing forces harmonising the last bars and then the final words in those isolated moments of common emotion:

'Gutt night, Tomee'

''Night Jerry. See you to-morrow — in the penalty area.'

So there is the mandatory bit of nostalgia for the time of year when Butt Registers are disgraceful black marks on glass-laden coffee-tables, when quartermasters lock themselves away and hide behind great big mountains of blue, bare turkey flesh in the married-ration stores. A notice on the door says the birds will be 'issued' on Friday. Everybody whispers that the Quarter has a huge job sorting out the birds but they don't realise that they have arrived from the supplier oven-ready, labelled with name of man who ordered and price. (Of the turkey, not the purchaser.)

I will not say what the Quartermaster does for four-days locked in behind the turkeys. I know but I will not tell. It's Christmas time. Peace and goodwill and all that; (— and he also has holly for the barrack dining halls!)

This is the time when canteen managers or welfare sergeants can tell how long the batteries last in the Magnificant Hulk. They have the price of the J. R. Ewing *Bored*-Game on the tips of their tongues.

Their helpers can be seen carrying large cardboard cartons across the square as they wheel a red and yellow tricycle and kick along a Liam Brady signed football.

The C.O. looks out the window and 'phones his Transport Officer to inquire when we got the Mini-APCs while his enthusiastic young adjutant rings the welfare shop and asks are the balls Guaranteed Irish. He is told that all the balls in the barracks are Guaranteed Irish but that there are two arriving the following day that aren't.

'You looked for them yourself', he is informed. The Adjutant smiles. He had plugged hard for the return of those two Second Lieutenants from University. They would be in time for Christmas Day Orderly Officer duty.

'The two with the red stripes on them — and I don't mean the Sergeants.'

(Editor please note — NO apostrophe.)

Then the Adjutant remembers ordering a Kermit ball for his three-year-old, hangs up, and shouts for the Orderly Room Sergeant. He doesn't want his Orderly Room Sergeant but all Adjutants shout for their Orderly Room Sergeants when they're vexed.

The sensible Orderly Room Sergeant, of course, is filling up his monthly returns where he will not be disturbed — in the disused morgue.

Now is the hour when Mark-U Recoilless-Aerosol-operators are out in force. Frontal assaults on windows, glass doors and mirrors above anteroom fireplaces. Frosted trails across the Mona Lisa or the Camp Hurling Champions left by those that did not follow track procedure when knocking off time arrived.

Christmas trees like dissected gamgee huskies while a roll of cotton wool has been reported missing from the Medical Aid Post. The Star atop (there are no fairies in Army Christmas trees) is made from the lining of a tea-chest spread around the barrack barber's V.C. (No not that! His Vaseline Cap.)

Merry Xmas!

The word 'Merry' carries connotations of that fellow in red combats that shouts Ho, Ho, Ho-Ho, Ho, Ho like a Chinese Orderely Sergeant calling a two-faced malingerer. He has a red nose as if he had been on the beat for eight on and none off (or like the Chaplain's/Commanding Officer's/Sergeant-Major's nose, depending on what Mess you're in, the night after the Unit won the Falling Plates).

As for Xmas: Well I'm no Padre Pio but anyone too lazy to give His full title to the ultimate Commander-in-Chief is either insubordinate, insensitive or looking for a very permanent posting to a lower station where redress of wrongs, can only mean putting a sinner's clothes back on — and that is not a subject for the season under review.

Review! Anybody ever have to endure the review of the year's activities during the speechmaking at the formal Christmas Dinner? The ladies hate it and only the man making it and his planted heckler enjoy it. All others endure it. Inter Corps jokes are made — like the Medics reading the Horoscopes and presenting the Silver Scalpel for the best at *Looking into the Suture.* The Infantry accuse the artillery of getting their Oscar Tangoes from Geraldo. (Readers under 25 substitute 'Getting their Plotters from the Police'). The speaker even ignores the Barrack Piper in tunic and kilt playing in the Chef and the Christmas Pudding like Harry Lauder performing a *gavotte* with a spent gnat. Private Dick sees the piper's knees and shouts 'Fine skirl you are'.

The speechmaker thinks he's being shouted at and is taken aback. But not for long. He has the results of the Inter-Platoon Competition and the Art Competition (conducted by that strange young officer) to announce. As he reaches November and the results of the Command Inspection, Private Richards is telling Private Dick's wife alongside how he has great time for Captain Mick (the speechmaker) — 'We get on terrible well together', he tells her.

They would need to. They're together very often. Private Richards is paraded before Captain Mick at least once a week.

The Company Quartermaster Sergeant of 'A' Company is smoking a huge cigar and has fallen asleep. The two-inch ash droops, the Churchillian baton droops, the head droops. He is about to sear his own chest when he gets a nudge from his companion.

Captain Mick has praised the way the 'Q' keeps the targets for the thirty yards range so well and wouldn't like if his generous oratory was ignored by the recipient. The cigar ash falls into the Gaelic Coffee. The 'Q' stirs it and smiles towards Captain Mick, raising the red-ended cigar to shoulder height in acknowledgement and burning the frilly scallop-neck of the Sergeant Major's wife's new dress. She tries to beat out the smouldering seersucker (no, not the Company Quartermaster!) and knocks a glass of wine. A red trickle spreads across the new white linen tablecloth that the D.B.O. was hoping to have ready for the N.C.O.'s dinner — and drips on to the frock of the girl-friend of the aforesaid D.B.O.

The 'Q', having unconsciously stirred the ash into the coffee as he beamed his appreciation at Captain Mick, now takes a mouthful to fortify himself against the S.M.'s ocular assault — which does not turn at all jocular as splutters, coughs and muttered expletives cascade across the trifle.

Meanwhile Captain Mick's heckler is saying 'No better man than yourself' even when the speaker is talking about preparing for the arrival of the Women's Corps. — and instead of returning to hear who is borer of the tears — hic — sorry, Soldier of the Year — let us take a stroll around by the canteen, past the outdoor crib with its red glow that Private Richard spent hours arranging, its straw that Private Dick stole from the Equitation School.

Wonder does the flying sentry dip his wings when he passes this spot at night?

Wonder how would Captain Mick do at a review of his life's achievements?

The smouldering frock of the Sergeant-Major's wife!

Ask in Gaelic Coffee!
Toast to the President!
Glory to God!

SOLUTION TO NOVEMBER CROSSWORD

ACROSS
1 Range
7 Ricochet
8 Droit
10 Determined
12 Partisan
14 Polo
16 Lute
17 Timor Sea
20 Portending
23 Tango
24 Neatness
25 Zebra

DOWN
1 Red-cap
2 Grid
3 Dime
4 Somme
5 Shintoism
6 Studio
9 Tepid
11 Fraternal
13 Ali
15 Mount
16 Lupine
18 Aurora
19 Reins
21 Dose
22 Game

The name of the Winner of the Philips Radio will be announced in the January edition.

BOOK REVIEWS

ANZIO 1944: AN UNEXPECTED FURY. by Peter Verney. Batsford. £8.50.

By 1943 the tide had turned in favour of the Allies. The Germans had been cleared out of North Africa in a series of brilliant sweeps, envelopements and encirclements and landings had been effected on the mainland of Europe — on the 'soft underbelly of the Axis' as Churchill colourfully but inaccurately termed the proposed thrust up through Italy. It was anything but soft and the bad weather, the difficult mountainous terrain and the dogged skillful German soldiers brought U.S. General Mark Clarks 5th Army to a grinding halt in freezing weather opposite the now famous Cassino Mountain. Montgomery's 8th Army on a parallel axis up the east coast also found further progress impossible. The Germans under Kesserling were masters of delaying tactics. The obvious solution for a force that had air and sea superiority seemed to be an amphibians landing behind the German lines to sever lines of communication and perhaps take Rome. Anzio was finally chosen as the most suitable landing beach for such an operation. The 6th Corps was the landing unit and it was a mixed force of one British and one American Division, 1 Brit. Inf. Div. under Maj. Gen. Penney and 3rd U.S. Inf. Div. under Maj. Gen. Huscett for the initial assault, all under the Command of Major General John P. Lucas — who had a reputation for soundness. He was a cautious careful deliberate career soldier who was forever puffing in apparent cogitation his corn cob pipe. He was highly thought of. It did not seem as if much could go wrong. The Germans were on the run in Russia. The second front in Northern Europe was within months of being opened up. Yet the Anzio operation came near to disaster and the sound Johnny Lucas was sacked — kicked upstairs — but patently sacked. Churchill described the adventure thus: "I had hoped that we were hurling a wild cat on the shore, but all we got was a stranded whale." It was colourful again but like most of Churchills essays into grand strategy it revealed the imperfections of his grasp of the mechanics of what was involved or of the need for a clear unambiguous mission. The battle of the beachhead got bogged down in bitter hand to hand battles fought out at company controlled, even platoon controlled and section controlled level and armchair criticism of the commanders and the staff officers has to be muted in humility to express admiration for the line soldiers — officers, NCOs and men of both sides. There were — inevitably — Irishmen amongst them: two battalions: 1st Battalion Irish Guards and the First Battalion the London Irish Rifles. When Germans were captured by the Irish Guards they could not understand how Southern Irishmen would be fighting for the Allies. But as the author so skillfully and with such authenticity portrays they fought magnificently particularly the Irish Guards Company under Major Kennedy. Students of Battalion, Company and Platoon tactics will welcome this well researched book by the author of the fine history of the Irish Guards.

On the Command and Staff level while no brief can be held for General Lucas as a Commander it has to be said that his Mission was faulty. The dapper Alexander with the cut of a film star about him was not much of a help here. His visits to the beachhead turned out to be no more than cosmetic cheering up chats. He never analysed the battle during his visit. This is the same Alexander who later as Governor General of Canada refused to propose a toast to the President of Ireland during Mr. Costello's visit to Canada. But in fairness this was General Mark Clark's show and there was ultimately friction between those two over chain of command procedures when the publicity conscious Clark jumped the gun and drove for Rome instead of carrying on with the job in hand of destroying the enemy.

But Lucas buried himself like a troglodyte in his Corps Headquarters and never got the feel of the battle. He pussyfooted with his military manuals in his interpretation of the word 'consolidate' in his Mission. Johnny Lucas was going to 'consolidate' as per book. That other near disaster at Salerno had increased consolidation consciousness. It was not stressed that there is no such thing as a prescribed solution. Each new situation demands its own particular brand of solution. There is no rule of thumb tidy template: no short cut to the continuous estimate of the Situation. In consolidation Lucas may have lost the surprise effect of the landings, which were virtually unopposed. Kesserling had a mere eight understrength divisions to oppose the Allied 17 divisions in Anzio. As the Allies conceded the Germans fought superbly.

Was Anzio a lost opportunity? Should General Lucas have pushed on immediately after landing? Was he right to consolidate? Was his Mission to sever German communications with the Southern front practicable with the forces he had available? Was Anzio a mistake? Could it have had different results if Lucas had been a better Commander or was it doomed from the start by Mission weaknesses? The author provides fascinating material, well presented for the student of military history to unravel these problems. One thing is indisputable: for the men in the line — all ranks — in spite of an upsurge in battle fatigue, some malingering and personal maiming e.g. blowing off fingers and toes — it was, for Allies and Germans alike an Epic of Bravery. But British and American Command and Staff procedures meshed — if at all — uneasily. To the British, the Americans were slapdash and casual. To the Americans the British were over dependent on stereotyped battle procedures which stifled individual initiative. But it was British Artillery Fire Procedures that saved the beachhead and all units gave credit to this **intimate** Artillery close support that broke up German attack after attack and caused 70% of German casualties. The British used experienced men as F.O.O.s who sometimes commanded even Battalions with distinction when Comds. became casualties. Americans used junior officers.

The overwhelming air superiority of the Allies caused 15% of the casualties. Was Anzio a missed opportunity or was it in fact from hindsight justified in the broader context of the European war? You will have an interesting time making up your mind. Make your own Master Map to assist your Estimate. You will have this advantage over the lack lustre Lucas. He had been given fundamentally misleading topographical Intelligence. He was told that the ground west of Via Anziate provided excellent going for tanks. That Wadi country proved in fact to be impassable to tanks. That did not help the poor general who embarked on a knife edge adventure for which he was unsuited by temperament, inclination and experience.

J. P. D.

THE IRISH SWORD, the Journal of the Military History Society of Ireland, Vol. XIII, Winter 1979, No. 53.

Paul M. Kerrigan's article on 'Charles Fort, Kinsale, with some fine illustrations, deals with the great fort on the Bandon river guarding Kinsale. It was in use until 1921 and was destroyed by fire during the civil war. The ruin was declared a national monument in 1973 and since then extensive repairs have been carried out to restore the old fort to its former greatness. It is now open to the public.

Leon O'Broin in 'Maurice Moore and the National Volunteers' studies the life of the Connaught Ranger officer who at the formation of the force in 1913 joined its military staff with the rank of inspector general. He was involved in the gunrunning at Howth and Kilcool but followed John Redmond after the Volunteer split in 1915. At the establishment of the State in 1922 he was elected to the Senate. He died in 1939.

Other articles in this issue include 'Ireland and the Jacobite Rising of 1745' by F. J. McLynn; 'Irish Soldiers and Plotters in Williamite England' by Patrick Melvin and 'The Expedition to Rhe 1627' by Patrick Ferguson.

Frank Forde

"SCHWEIZER ARMEE 80" (The Swiss Army in the 80s). Edited by Peter Marti in pocketbook format. Huber & Co. Frauenfeld, Switzerland. Price 12.80 Swiss Frs. approximately Ir. £3.80.

This 356-page reference book provides precise yet extensive information in text, graphics and tables on the Swiss Army as it enters the new decade. Its publication coincides with new Swiss regulations, effective from 1st January 1980, concerning basic planning assumptions, duties and obligations, responsibilities of commanding officers and a soldiers charter. The Swiss concept of defence, its modernised Forces together with its progressive plans for the integration of all national elements into the security of the State, dispel any lingering misconceptions abroad about the "quaint" Swiss militia system.

"Schweizer Armee 80" contains information on: security policy and total resistance, territorial defence, the regular army, structure and organisation, war and support material, infrastructure and logistics, education and training, uniforms and equipment, terms of service, military discipline, military expenditure, military symbols, insignia and abbreviations, examples of military papers, orders, security and counter espionage guidelines, a look into the future.

The Swiss Chief of Staff, General Senn, in a thoughtful preface has this to say. "No one has the military solution for all times. Controversy is rampant. Pros collide head on with cons. Theories are advanced as truths. Exaggerated claims are made. Doubts abound. Cynicism grows. Truth is scarcely distinguishable from falsehood. Whoever wishes to acquire sound judgement must know the facts. Knowledge dictates motivation. Information such as to be found in "Schweizer Armee 80" is like a beacon in these times of darkness."

S.T.

"NORDIC STAND-BY FORCES IN UNITED NATIONS SERVICE" published by the UN Department, Army Staff, Fack 100 45 Stockholm on behalf of the Joint Nordic Committee for Military UN matters. (NORDSAMFN) (Second Edition 1978).

The first section of the manual was published in 1974 (and also reviewed in "An Cosantoir"). It was based on Nordic experiences from UN operations up to and including 1972. The second edition includes appraisals of experiences gained from the initial phase of UNEF 2 "and from UNFICYP, subsequent to the events in the summer of 1974". It preserves the format and beautifully clear print of the earlier edition and again concentrates on problems "which may be encountered by a heterogeneous UN force during its organization, transport to the operational area, and first phase with a peacekeeping UN mission". The main chapter headings are almost the same in both editions, but the new version also has an additional chapter on "Standing Signal Instructions".

The inconsistencies in the earlier edition between some of the organization diagrams in the body of the book, as compared with those in the annexes, have been eliminated. The very interesting "Air Staff Tables" no longer appear — some of those in the first edition were difficult to follow and did not add up. It is stated, however, that tables are available, together with preliminary transport plans, in each of the Nordic countries.

The Nordic "stand by forces" consist of 5 battalions (two from Sweden and one each from Denmark, Finland and Norway), a Danish Zone HQ Coy., Norwegian Workshops and medical units and Danish, Norwegian and Finnish Movement Control units. All countries provide MP units. There are also a Naval Vessel, a Harbour Command and an Air Transport Sqn. available from Norway, and some specialised Disaster Relief Units in Sweden. Provision is also made for Observers and for HQ staff personnel. The force is really a light Brigade with a very flexible organization. "The major part of these units is intended for short notice employment with a UN peacekeeping operation and can be wholly or partly utilized either separately or collectively." The idea of fielding the whole force together has proved impracticable, given the political realities and the necessary emphasis at UN HQ level on "equitable geographical distribution" of troop contributing countries. However, it remains a Scandinavian dream — but a sound military one for all that.

This little book is a thoroughly professional work, giving much solid information on organization, training, transportation, equipment and maintenance.

In the first edition it was pointed out that Norway differed from the other Scandinavian countries, because it opted to send a field battalion "which is already part of the war establishment" (with certain organizational changes). The others raised battalions "NOT organic to the war establishment". The new edition says that all the Nordic nations are now opting for the latter course. Comparison of the 1974 and 1978 Norwegian Battalions illustrates this. The Support Company does not appear in the 1978 diagram. But one could go on for a long time about the developments in ideas and organizations which these manuals show. Read the 1978 edition, at least. One may not always agree with the results — but one must respect the homework and hard thinking that has gone into it. No signs of "anecdotage" — but many sound generalizations from analysed experience.

E. D. D.

". . . ALS ALLES IN SCHERBEN FIEL" (When Everything Fell to Pieces). The Memoirs of Maj-Gen. Erich Hampe. 45DM.

"DIE UNBEKANNTE ARMEE" — (The Unknown Army) — Technical Troops in WW2 by Maj-Gen. Erich Hampe and Dermot Bradley.

Both published by Biblio Verlag, Osnabruck.

The first of these books is one of a series of Memoirs. The series is edited by Dermot Bradley, who is well-known to "An Cosantoir" readers. "Die Unbekannte Armee" is one of a different series. Both books deal with a remarkable man, the former General of Technical Troops during the last war and President of the Federal Institute for Civil Air Defence after it.

The discovery that German production continued, and civilian morale held up, under far greater bombardment than Britain endured surprized the Allies. When we think of it — and we rarely do — we realize that restoring order out of chaos required some exceptional men. Someone must have directed the restoration of power, water and sewage services, cleared streets and repaired bridges. This had to be done over and over again as the raids recurred on the same cities. Clear thinking and quick decisions were vital. Much had to be abandoned so that essentials could be saved — and so that life (and war) could continue. The technical personnel involved needed high quality leaders.

Douhet's disciples tried to implement his doctrine in different ways — but they were united in one illusion. Air Marshal Slessor implied, rather contemptuously, that "the morale and sticking power" of "that . . . not very amenable section of the community" — the industrial workers — would break. This did not happen, either in Britain or in Germany. As Mr. Peter Jankovsky recently pointed out in the "Irish Times", "solidarity, discipline and inventiveness won the day".

Hampe was, indeed, an unusual man and he had an extraordinary life. Born in 1889, he looked back in old age with gratitude and respect to the strict training he endured as an "officer candidate" in a Jaeger Regiment in 1908. He tells of a Germany and a German Army remote from today — with manoeuvres in Occupied Aisace and inspections by Hindenburg. Hindenburg was a tiger in those days, demanding that platoon officers should really know their men, transferring pompous majors, criticizing the Kaiser's tactics, explaining the use of ground and the danger of parroted orders.

After a period as a journalist in civilian life Hampe returned to become a machine-gun officer in 1914. He loved horses but saw the Kaiser's magnificent Guards' Cavalry Division, Uhlans, Dragoons and Hussars, dismounted and destroyed at Messines Farm. From then on, constant change. Fighting on the Carpathian Front and in Lemberg, a horse-back river-crossing at Brest-Litovsk, the Serbian Campaign and back to the Argonne Wood and Verdun.

During the street-fighting and chaos of post-war Germany Hampe joined a volunteer organization for maintaining electricity and water supplies under the Weimar Republic. The organization continued and developed — a real expression of German ingenuity and instinct for order. It was used in the Rhineland take-over and during the Anschluss with Austria. It

accompanied the Wehrmacht on various campaigns after 1939 and was taken over by the Army after the usual struggle with the SS. The organization was now based on fully motorized battalions with Electricity, Gas/Water, Construction and General Technical Companies. There were also many specialized battalions.

As the Allied air attacks on Germany increased the organization undertook the restoration of vital utilities under grim conditions. The second book is partly in the form of questions put by Dr. Bradley and answers by the General, followed by a collection of documents, including contributions to periodicals by Hampe and others. Information is given on organization and the terrible aftermath of the great Hamburg raids. Hampe believed in "mehr sein als scheinen" (be more than you seem) and did not seek publicity for himself or his organization. It appears that his men's achievements were better understood — and more wondered at — amongst the Allies than in Germany.

He refers to himself as a Prussian officer, but seems not to have been a Nazi, although his sons spent some time in Nazi Youth Organizations. His contacts with Fromm, Halder and von Stauffenberg placed him in some danger after July 1944. His comments on his long life and times (he died aged 81) are fascinating.

E. D. Doyle.

HISTORY OF AVIATION IN IRELAND. Liam Byrne. The Blackwater Press Dublin. £6.00.

History of Aviation in Ireland is a comprehensive account of aviation activities in Ireland from the balloon era right up to the present day. In this lively and well written narrative, Liam Byrne describes the main developments and events in Irish aviation since a Mr. Rosseau and a drummer boy travelled by balloon from Navan to Ratoath on 27 April, 1784

The first Chapter as one would expect deals with the history of ballooning in Ireland. Entitled "Balloonitics" it recounts the exploits of the early pioneers of the sport in Ireland, men like Richard Crosbie, James Sadler and his son Windham, and John Dunville. The glamour and excitement of those early years is recaptured in these pages and there were times when Dubliners were so busy baloon spotting that work output must have been close to zero point. The launching of a huge manned balloon from Ranelagh Gardens or Marlborough Green was an event not to be missed. The author gives a brief account of present day ballooning activities and I would have liked a somewhat more detailed account of this thriving sport in Ireland.

No less interesting than the story of ballooning is the Chapter on pioneering flights by such notables as Harry Ferguson and Lilian Bland who flew in aircraft built by themselves in Ireland in the early years of this century. The conquest of the Irish sea by Vivian Hewitt is described. Such was the feat at the time that the Dublin Metropolitan police had to be called to prevent the fair sex from writing their names on the frail canvas aircraft of Hewitts aircraft.

There is a chapter on Iona National Airways, the airline which brought flying within the reach of the man in the street. Over the years Iona not only operated a commercial air service but organised flying displays for Dubliners at their Kildonan airport near Finglas village. After being dormant for many years, this airline is going strong nearly fifty years later, still under the guidance of the Cahill family.

The development of the Air Corps from 1922 to the present day is well documented and a separate chapter is devoted to the "forgotten hero" of Irish Aviation, Col. James Fitzmaurice, whose epic flight across the Atlantic in 1928 made world headlines.

A chapter entitled "The Atlantic Circus" describes the many other attempts, successful and otherwise, to cross the Atlantic in those early years. Among that gallant band were Charles Kingsford-Smith, Amelia Earhart, James Mollison, the Italian General Italo Balbo, Pond and Sabelli, Douglas "(Wrong way)" Corrigan and our own Capt. Paddy Saul who crossed the Atlantic with Kingsford-Smith in "The Southern Cross".

Few people realise that Ireland had more than twenty airlines in the past fifty years all of whom contributed in great or small measure to the sum of Irish aviation. An entire chapter is devoted to the best known of these, Aer Lingus, but the lesser known also make for interesting reading.

A Chapter on air disasters and a chapter on Irish Airports round off a most interesting and readable book which comes complete with a Bibliography, Index and an Appendix entitled "Aer Lingus Today". There are plenty of good quality photographs. Judging from the amount of detail which the author provides, it is obvious that a great deal of research has gone into this book. Well worth reading.

M.A.C.

HISTORY OF THE S.S. G. S. Graver. Granada Paperbacks. £1.25.

I came to this book knowing little or nothing of the S.S. as I belong to that generation which was born 10 years after the war ended. Rightly or wrongly — having finished the book — I now believe the SS to have been the most frightfully evil organisation imaginable.

G. S. Graber chronicles the development of the SS from the Sturmbataillone of the 1st World War to their dispersal at the end of the Second World war. Central to the story is the figure of Heinrich himmler, Reinhard Heydrich and Adolf Eichmann. We are given enough background on each to conclude that they were basically ordinary men. The author would have us believe that Himmler was merely a failed chicken farmer, bedevilled by uncertainty, who had a flair for clerical work and a penchant for the occult. Eichmann is portrayed as a moron. Theodor Hertl's "**Der Judenstaat**" had been a great influence on him on which Mr. Graber comments 'it was one of the few books he ever read in his life' yet he was to take charge of the Reich Centre for Jewish Emigration, a euphemism for genocide. Heydrich is the only one to do well out of it. "Heydrich had a lightning intelligence whereas Himmler's was plodding and methodical!". Heydrich was killed in June 1942 so the work of exterminating Jews and other undesirables was left in the hands of Himmler, Eichmann and their subordinates.

The fact that they succeeded in their inhuman work is well known and the author reminds us of many of the more chilling aspects of this work. The SS turned mass murder into a profitmaking enterprise. Human hair was made into boots for U Boat personnel, Gold fillings were melted down, prisoners who could work were worked to death. The list of atrocities is endless. All children were immediately exterminated if unable to work. It is inevitable that any so called humans who would engage in such atrocities would quickly become dehumanised and this gives rise to the obvious question — How in Gods name can a modern nation perpetrate such acts. Mr. Gaber will not allow the German Nation to use the SS as its alibi — for more than the SS were involved in the process of murder. Each victim had to be located, arrested, detained, transported to a concentration Camp, killed and buried. This involved a vast Civil Service as meticulous records were kept. Each victim had to fill out forms on arrest, these had to accompany him or her, somebody had to drive the cattle wagons, maintain the engines and stations, design and manufacture gas trucks, gas chambers, Zyklon B etc. Some of the biggest German firms used slave labour from the concentration camps and treated the slaves like animals.

At the end of the book I still didn't know a Nation could not only allow, but actually assist, in the brutal murder of millions of innocent men, women and children. Mr. Graber continually points out that the SS believed firmly in the evil of cities and the essential goodness of the soil and farming. The believed that natural herbs should be used to cure sickness and that all artificially manufactured drugs were bad. They would doubtless approve of our modern society with its increasing tendency towards natural foods, jogging and careful regulation of reproduction! All in all a very disturbing book but one which should be read.

J. S.

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